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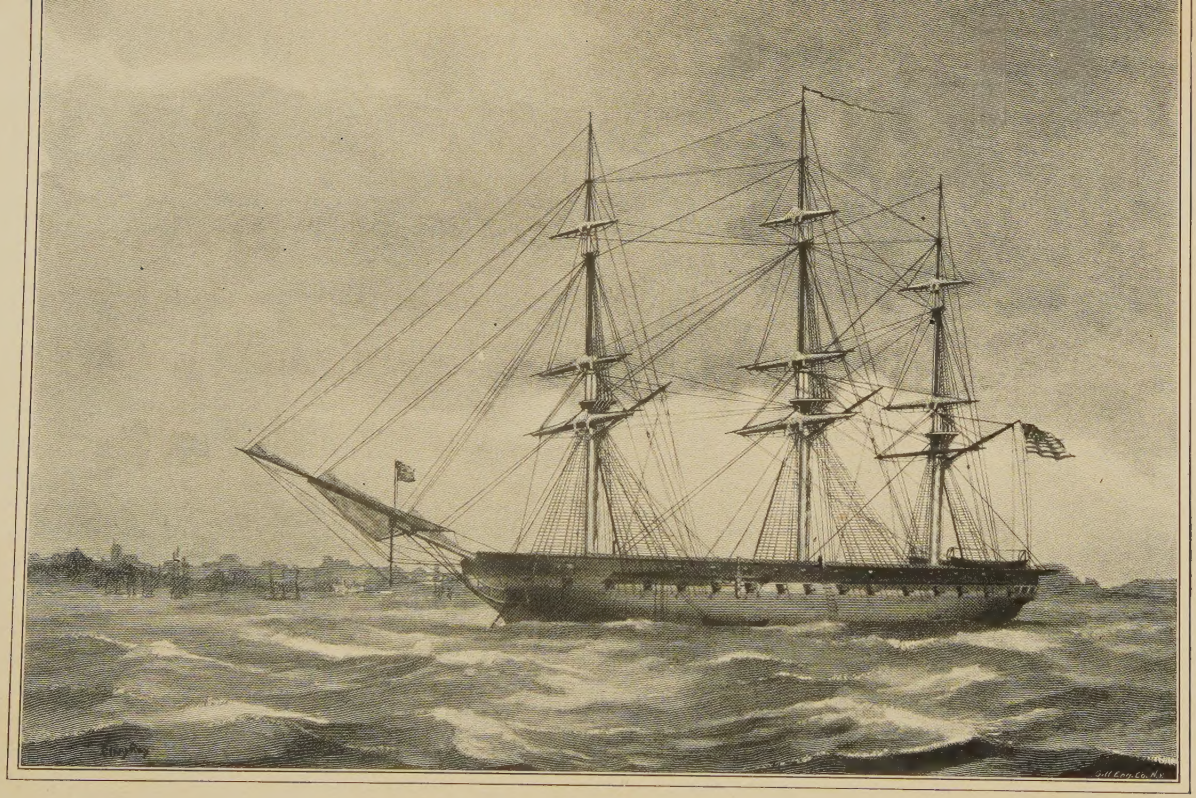

UNITED STATES SHIP ST. LAWRENCE.
Made from photograph of painting.

OFFICIAL RECORDS

OF THE

UNION AND CONFEDERATE NAVIES

IN THE

WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF

The Hon. JOHN D. LONG, Secretary of the Navy,

BY

PROF. EDWARD K. RAWSON, U. S. NAVY,

SUPERINTENDENT NAVAL WAR RECORDS,

AND

MR. ROBERT H. WOODS.

BY AUTHORITY OF AN ACT OF CONGRESS APPROVED JULY 31, 1894.

SERIES I—VOLUME 6.

ATLANTIC BLOCKADING SQUADRON

FROM JULY 16 TO OCTOBER 29, 1861.

NORTH ATLANTIC BLOCKADING SQUADRON

FROM OCTOBER 29, 1861, TO MARCH 8, 1862.

WASHINGTON:

GOVERNMENT PRINTING OFFICE.

1897.

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Operations in the Gulf of Mexico from November 15, 1860, to June 7, 1861. Operations on the Atlantic Coast from January 1 to May 13, 1861. Operations on the Potomac and Rappahannock rivers from January 5 to December 7, 1861.

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PREFACE.

The work of preparing for publication the Official Records of the Union and Confederate navies, which was begun July 7, 1884, was organized under the superintendency of Prof. J. R. Soley, U. S. Navy, at that time librarian of the Navy Department, afterwards Assistant Secretary of the Navy.

In August, 1890, the work of collecting these records and their classification was ably continued by his successor, Lieut. F. M. Wise, U. S. Navy, who, having received orders to sea, was relieved by Lieut. Commander Richard Rush, U. S. Navy, in May, 1893.

The long-delayed publication was finally authorized by act of Congress approved July 31, 1894, and begun by Mr. Rush. The first five volumes were published under his efficient administration, and the important duty of organizing the office for the distribution of these volumes was accomplished.*

In March, 1897, Mr. Rush, having been ordered to sea, was succeeded by Prof. Edward K. Rawson, U. S. Navy, as superintendent.

No change is contemplated at present in the outline of the plan of publication as approved by the Department. This plan includes only the use of such material as may be certified to be contemporaneous naval records of the war, which is divided into three series, in the following order of arrangement:

I. The first series embraces the reports, orders, and correspondence, both Union and Confederate, relating to all naval operations on the Atlantic and Gulf coasts and inland waters of the United States during the war of the rebellion, together with the operations of vessels acting singly, either as cruisers or privateers, in different parts of the world. These reports are accompanied by occasional maps and diagrams.

In this series the papers are arranged according to squadrons and flotillas, chronologically, and, as far as possible, the Union reports of any events are immediately followed by the Confederate reports.

* From January, 1887, the office has had the competent assistance of Mr. Robert H. Woods, a graduate of the Naval Academy, as chief clerk, under whose immediate supervision the volumes are prepared for the press.—E. K. R.

II. The second series embraces the reports, orders, and correspondence relating to—

1. The condition of the Union Navy in 1861, before the commencement of hostilities, and to its increase during the progress of the war, including the annual and special reports of the Secretary of the Navy and chiefs of the various bureaus.

2. The construction and outfit of the Confederate Navy, including privateers, setting forth also the annual and special reports of the Confederate Secretary of the Navy and chiefs of bureaus.

3. Statistical data of all vessels, Union and Confederate, as far as can be obtained.

4. Returns of naval and military property captured by the navies of both sides during the war.

5. Correspondence relating to naval prisoners.

This series is also arranged chronologically in each of the above sections, as far as practicable.

III. The third series embraces all reports, orders, correspondence, and returns of the Union and Confederate authorities not specially relating to the matter of the first and second series.

It is the intention of the Department to introduce throughout the volumes of the different series illustrations of each class or type of vessels referred to, in order to preserve the identity of these ships as they actually appeared during the war. These cuts have been reproduced either from photographs of the vessels themselves or from the carefully prepared drawings made from official sources.

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag-officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be incomplete, and the Department therefore has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful

searches throughout various parts of the country, conducted by a special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of participants in the events referred to, and lead them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

The present volume of the records (Series I, vol. 6) was divided into two divisions, and comprises (1) the reports of operations of the Atlantic Blockading Squadrons from July 16 to October 29, 1861, and (2) the operations of the North Atlantic Blockading Squadron from October 29, 1861, to March 8, 1862. On the former date, October 29, 1861, the Atlantic Blockading Squadron was divided into two divisions, which were called, respectively, the North and the South Atlantic Blockading Squadrons.

The reports and correspondence are placed chronologically in each division, with a distinct heading for every paper. In the record of events in which both sides took part, the Confederate reports (where they could be obtained) immediately follow the Union reports, while the miscellaneous Confederate correspondence is placed at the end of each division. Reference to the table of contents will show the context of these Confederate papers. It is believed that the chronological arrangement of the records, in connection with the full and complete index to each volume, will afford ample means of reference to its contents without other subdivision or classification. In reports of special or single events, in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

EDWARD K. RAWSON,
ROBERT H. WOODS,
Compilers.

NAVY DEPARTMENT,
Washington, D. C., November, 1897.

NOTE.—The following is an extract from the law governing the distribution of the sets comprising the publication (act of Congress approved July 31, 1894):

* * *. Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department

and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are published, until the publication is completed; and all sets that may not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

The following joint resolution regarding the distribution of the work was approved January 30, 1896:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed to send the undistributed copies of the Official Records of the War of the Rebellion, both of the Union and of the Confederate navies, to such libraries, organizations, and individuals as may be designated before the meeting of the next Congress by the Representatives in the Fifty-fourth Congress of the districts whose Representatives in the Fifty-third Congress failed to designate the distributees of their quota of said Official Records, or any part thereof, as authorized by the act of Congress approved July thirty-first, eighteen hundred and ninety-four, and the joint resolution approved March second, eighteen hundred and ninety-five, to the extent and in the manner and form provided in said act.

The following is an extract from the act of Congress of May 28, 1896, which increased the edition from 10,000 to 11,000 copies:

* * * For printing, binding, and wrapping one thousand additional copies of series one, volumes one, two, three, and four, for supplying officers of the Navy who have not received the work, two thousand four hundred dollars.

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the Cruisers, 1861–1865.

Union cruisers
West India (Flying) Squadron, under Acting Rear-Admiral Wilkes, U. S. N., 1862–1863.
West India (Flying) Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1863–1864.
Confederate cruisers and privateers.

2. Operations in the Gulf of Mexico, January to June 7, 1861.

Surrender of the Pensacola Navy Yard.
Cooperation of the Navy in the relief of Fort Pickens.

3. Operations on the Atlantic Coast, January to May 13, 1861.

Cooperation of the Navy in the attempts to relieve Fort Sumter.
Abandonment and destruction of the Norfolk Navy Yard.
Home Squadron, under Flag-Officer Pendergrast, U. S. N.

4. Operations on the Potomac and Rappahannock Rivers, 1861–1865.

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Potomac Flotilla, under Commodore Harwood, U. S. N., 1862–1863.
Potomac Flotilla, under Commander Parker, U. S. N., 1863–1865.

5. Atlantic Blockading Squadrons, 1861–1865.

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West India Squadron, under Flag-Officer Pendergrast, U. S. N., 1861.
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North Atlantic Blockading Squadron, under Rear-Admiral Goldsborough, U. S. N., 1861–1862.
Naval Defenses of Virginia and North Carolina, under Flag-Officer Lynch, C. S. N.
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* Naval Defenses Inland Waters of North Carolina, under Commander Pinkney, C. S. N.
* Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Lynch, C. S. N.
North Atlantic Blockading Squadron, under Rear-Admiral Porter, U. S. N., 1864–1865.
James River Squadron, under Flag-Officers Mitchell and Semmes, C. S. N.
* Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Pinkney, C. S. N.
North Atlantic Blockading Squadron, under Acting Rear-Admiral Radford, U. S. N., 1865.
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* Naval Defenses of South Carolina and Georgia, under Flag-Officer Tattnall, C. S. N.
* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Ingraham, C. S. N.
South Atlantic Blockading Squadron, under Rear-Admiral Dahlgren, U. S. N., 1863–1865.
* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Tucker, C. S. N.
Naval Defenses of Savannah, Ga., under Flag-Officers Hunter and Tattnall, C. S. N.

* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

6. Gulf Blockading Squadrons, 1861–1865.

Gulf Blockading Squadron, under Flag-Officer Mervine, U. S. N., 1861.
Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1861–1862.
* Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
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East Gulf Blockading Squadron, under Acting Rear-Admiral Bailey, U. S. N., 1862–1864.
East Gulf Blockading Squadron, under Captain Greene, U. S. N., 1864.
East Gulf Blockading Squadron, under Acting Rear-Admiral Stribling, U. S. N., 1864–1865.
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* Mobile Defenses, under Flag-Officer Randolph, C. S. N.
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* Mobile Defenses, under Admiral Buchanan, C. S. N.
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* Mobile Defenses, under Flag-Officer Farrand, C. S. N.

7. Operations on the Western Rivers, 1861–1865.

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* Mississippi River Defenses, under Commander R. F. Pinkney, C. S. N.
* Mississippi River Defenses, under Flag-Officer Lynch, C. S. N.
Mississippi Squadron, under Rear-Admiral Porter, U. S. N., 1862–1864.
Mississippi Squadron, under Acting Rear-Admiral Lee, U. S. N., 1864–1865.
* Naval Defenses of Red River, Louisiana, under Lieutenant J. H. Carter, C. S. N.

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* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

LIST OF UNITED STATES VESSELS OF WAR SERVING IN THE ATLANTIC AND NORTH ATLANTIC BLOCKADING SQUADRONS DURING THE PERIOD COVERED BY THIS VOLUME.

NAME.	RATE.	TONNAGE.	CLASS.	CREW.	GUNS.
Albatross	Fourth	378	Screw steamer	68	5
Amanda	Fourth	368	Bark	71	6
Baltimore	Fourth	500	Side-wheel steamer	18	1
Ben Morgan	Fourth	407	Ship	35	.....
Brandywine	Second	1,726	Storeship	72	.....
Braziliera	Fourth	540	Bark	68	6
Cambridge	Third	858	Screw steamer	96	5
Ceres	Fourth	144	.....do	40	2
Charles Phelps	Fourth	362	Supply ship	23	1
Chippewa	Fourth	507	Screw steamer	80	4
Cohasset	Fourth	100	.....do	12	4
Commodore Barney	Fourth	513	Side-wheel steamer	96	4
Commodore Perry	Fourth	513	.....do	29	4
Congress	Second	1,867	Sailing frigate	406	50
Corwin	.....	.....	Coast Survey steamer	56	2
Cumberland	Second	1,726	Sloop of war	288	24
Dale	Fourth	566	.....do	123	15
Dawn	Fourth	399	Screw steamer	34	2
Daylight	Fourth	682	.....do	57	4
Delaware	Fourth	357	Side-wheel steamer	68	5
Dragon	Fourth	118	Screw steamer	42	1
E. B. Hale	Fourth	220	.....do	46	4
Fernandina	Fourth	297	Bark	79	6
Flag	Third	938	Screw steamer	116	7
Gemsbok	Fourth	622	Bark	103	6
Granite	Fourth	75	Sailing sloop	15	1
Harriet Lane	Third	619	Side-wheel steamer	100	5
Henry Brinker	Fourth	108	Screw steamer	18	1
Hetzel	Fourth	200	Side-wheel steamer	69	2
Hunchback	Fourth	517	.....do	99	4
Iroquois	Third	1,016	Screw sloop	154	6
Isaac N. Seymour	Fourth	133	Side-wheel steamer	30	2
Jamestown	Third	1,150	Sloop of war	186	20
John L. Lockwood	Fourth	180	Side-wheel steamer	30	3
Keystone State	Third	1,364	.....do	119	2
Louisiana	Fourth	295	Screw steamer	85	5
Miami	Third	730	Side-wheel steamer	84	6
Minnesota	First	3,307	Screw frigate	540	47
Monticello	Fourth	655	Screw steamer	96	3
Morse	Fourth	513	Side-wheel steamer	78	2
Mount Vernon	Fourth	625	Screw steamer	50	3
Mystic	Fourth	541	.....do	65	5
Pawnee	Second	1,289	Screw sloop	161	9
Penguin	Fourth	389	Screw steamer	69	5
Perry	Fourth	270	Sailing brig	77	7
Philadelphia	Fourth	500	Side-wheel steamer	24	1

List of United States vessels of war serving in the Atlantic and North Atlantic Blockading Squadrons during the period covered by this volume—Continued.

NAME.	RATE.	TONNAGE.	CLASS.	CREW.	GUNS.
Powhatan*	Fourth	500	Side-wheel steamer	14	1
Quaker City	Second	1,600	do	129	4
Rescue	Fourth	111	Screw steamer	20	1
Roanoke	First	3,425	Screw frigate	347	44
Roman	Fourth	350	Sailing ship	19	1
Sabine	Second	1,726	Sailing frigate	395	49
St. Lawrence	Second	1,726	do	374	52
Savannah	Second	1,726	Sloop of war	264	26
Seminole	Third	801	Screw sloop	120	5
Shawsheen	Fourth	180	Side-wheel steamer	40	2
Southfield	Fourth	751	do	61	4
Stars and Stripes	Fourth	407	Screw steamer	94	5
State of Georgia	Third	1,204	Side-wheel steamer	113	9
Stepping Stones	Fourth	226	do	21	1
Susquehanna	First	2,450	do	264	15
Underwriter	Fourth	341	do	69	4
Union	Fourth	1,114	Screw steamer	75	4
Valley City	Fourth	190	do	48	5
Vandalia	Fourth	783	Sailing sloop	179	20
Wabash	First	3,274	Screw frigate	523	46
Whitehall	Fourth	326	Side-wheel steamer	62	4
Whitehead	Fourth	139	Screw steamer	45	1
William Badger	Fourth	334	Sailing ship	29	1
William G. Putnam	Fourth	149	Side-wheel steamer	17	2
Young America	Fourth	173	Screw steamer	13	1
Young Rover	Fourth	418	do	85	5
Zouave	Fourth	127	do	25	1

* Afterwards U. S. S. King Philip.

CALENDAR.

1861.

JULY.

Sun.	M.	T.	W.	T.	F.	Sat.
....	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	...	...	...

AUGUST.

Sun.	M.	T.	W.	T.	F.	Sat.
....	...	...	...	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

SEPTEMBER.

Sun.	M.	T.	W.	T.	F.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	...	...	...	...	...

OCTOBER.

Sun.	M.	T.	W.	T.	F.	Sat.
....	...	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	...	...

NOVEMBER.

Sun.	M.	T.	W.	T.	F.	Sat.
....	...	...	...	...	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

DECEMBER.

Sun.	M.	T.	W.	T.	F.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
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1862.

JANUARY.

Sun.	M.	T.	W.	T.	F.	Sat.
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FEBRUARY.

Sun.	M.	T.	W.	T.	F.	Sat.
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MARCH.

Sun.	M.	T.	W.	T.	F.	Sat.
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ATLANTIC BLOCKADING SQUADRON.

FROM JULY 16 TO OCTOBER 29, 1861.

ATLANTIC BLOCKADING SQUADRON.

FROM JULY 16 TO OCTOBER 29, 1861.

General report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the affairs of his command.

U. S. S. MINNESOTA,
Hampton Roads, July 16, 1861.

SIR: I understand the charters of the *Mount Vernon* and the *Dawn* are about expiring, and I should infer from the reports of their captains that these vessels are in about the same situation as the *Monticello*, and unfit for recharter.

It is very important to have one or two steam tugs here, as there is much towing at this point.

I would suggest that as merchant vessels with provisions for Washington often ask for convoy, and I have no vessel, I might, if permitted, put 20 or 25 armed men on board in charge of an officer.

The *Savannah*, Captain J. B. Hull, reported to me to-day, stating that his ship is short of her complement 28 ordinary seamen, 1 gunner's mate, and 1 armorer.

He also reports as passengers Captain Josiah Watson and 17 marines for the *Niagara*. As I shall order the *Savannah* to cruise off the coast of North Carolina, I respectfully enquire whether I had not better place them on board the *Susquehanna*, as she, I suppose, will eventually go to the Gulf.

I also report the arrival of the *Perry* this day, and would suggest the advantage of sending her at once to the Washington navy yard, as by report of her commander she is in need of many repairs.

I regret that Lieutenant Commanding Parrott has been obliged to leave his station before the arrival of the *Jamestown*, which vessel I have ordered to go direct to Fernandina on the arrival of the *St. Lawrence* off Savannah.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary Navy.

Order of the Secretary of the Navy to Commander Thomson, U. S. Navy, commanding U. S. S. Seminole, to proceed to duty in Atlantic Blockading Squadron.

NAVY DEPARTMENT, *July 16, 1861.*

SIR: The U. S. steam sloop *Seminole*, under your command, will form a part of the Atlantic Blockading Squadron, Flag-Officer S. H. Stringham. As soon, therefore, as she shall be ready for sea, you will

proceed with her to Hampton Roads and report to Flag-Officer Stringham for duty.

Transmit to the Department before sailing a complete muster roll of the crew of the *Seminole* and a separate list of her officers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander E. R. THOMSON,
Commanding U. S. S. Seminole, Philadelphia.

Report of Captain Marston, U. S. Navy, commanding U. S. ship Cumberland, transmitting account of the cruise of that vessel from North Carolina to Boston.

U. S. SHIP CUMBERLAND,
Boston, July 16, 1861.

SIR: I have the honor to report to you the safe arrival of this ship, in three days, from the coast of North Carolina, last from Cape Hatteras. Herewith you will receive a copy of my report to Flag-Officer Stringham.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. SHIP CUMBERLAND,
Boston, July 16, 1861.

SIR: I have the honor to report to you the safe arrival of this ship, and that in compliance with your orders of the 5th instant, I proceeded as far south as Cape Hatteras, keeping as close in on the North Carolina shore as safety would allow. During this short cruise nothing of importance transpired. Between Cape Henry and False Cape I saw five vessels on shore—one ship, one brig, two schooners, and one without any masts; also another schooner south of Wimble Shoals [N. C.]. On the 10th instant I boarded the Bremen ship *Hermine*, from New York, bound to Baltimore, and found her papers all correct.

On the night of the 10th instant spoke the *Albatross* and *Daylight*, and on the following evening again fell in with the *Albatross* with her engine broken down, which I was happy, with our mechanics, to be able to repair.

Owing to very light winds I did not reach Cape Hatteras till the 13th instant, on which day I commenced my passage to this place.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Squadron.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the location of the headquarters of his squadron.

Confidential.] U. S. S. MINNESOTA,
Hampton Roads, July 17, 1861.

SIR: If it is your desire at any time that the *Minnesota* should proceed to sea, and you think my services necessary here, I would cheerfully,

for the time being, take up my quarters on board one of the vessels in this harbor, even a storeship, and let her go.

As regards myself, from the daily experience I have had, I can not but think my presence here is of very great advantage; nevertheless, this conclusion of my judgment is respectfully submitted for the concurrence of the Department, and I am frank to say I would be quite as well pleased at sea as here.

There must be a large vessel all the time at this point to cooperate with the Army, and I shall not think I am doing my duty not to keep at least one here all the time, in addition to the small steamers in the Chesapeake.

Vessels are coming and going all the time, and constantly calling upon me for directions.

It is my desire, however, solely to carry out your views.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, giving stations of vessels of his command.

U. S. S. MINNESOTA,
Hampton Roads, July 17, 1861.

SIR: I have the honor to remind the Department that as I have dispatched vessels to different stations I have made report. I now take the liberty of stating the position of all vessels under my command:

St. Lawrence is ordered to Savannah to relieve the *Jamestown*, which last is ordered to Fernandina.

The *Flag* is off Savannah.

Wabash and *Union*, off Charleston; the former is nearly out of coal, and will be absent from ten to twelve days.

Roanoke, *Albatross*, and *Daylight*, off coast of North Carolina.

Quaker City at Cape Henry.

Minnesota, *Brig Perry* (requiring repairs), Hampton Roads.

Penguin, cruising in Chesapeake Bay.

Monticello, mouth of James River.

Mount Vernon, off Rappahannock River.

Dawn, off York River.

Savannah, gone off coast of North Carolina.

The vessels composing the flotilla* I have no knowledge of.

I have the honor to acknowledge the receipt of your confidential letter† of July 11, also your letter† of July 15, ordering *Susquehanna* to Philadelphia, and one† of the same date containing report of Lieutenant Rodgers.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

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*Potomac Flotilla.

†See Vol. 5, pp. 786, 793.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the sailing of the U. S. vessels Susquehanna and Savannah.

U. S. S. MINNESOTA,
Hampton Roads, July 17, 1861.

SIR: I have the honor to inform the Department that the *Susquehanna* has sailed to-day for Philadelphia.

As I have ordered the *Savannah* to cruise off the coast of North Carolina, I have removed the captain of marines and men who were intended for the *Niagara* from the *Savannah* on board this ship.

The *Savannah* will sail to-day or to-morrow.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES.

Report of Captain Marston, U. S. Navy, commanding U. S. ship Cumberland, regarding deficiency in the complement of that vessel.

U. S. SHIP CUMBERLAND,
Boston, July 17, 1861.

SIR: Since my arrival at this place I have heard that the after pivot gun is to be restored to this ship. May I ask permission from you to increase the number of the crew sufficient to man that gun, say 8 seamen, 10 ordinary seamen, 3 landsmen, and 1 quarter gunner, in accordance with the ordnance instructions. I would respectfully remind the Department that the complement of lieutenants for the *Cumberland* is one deficient. As this ship has no midshipmen, will you have the goodness to order any who can be spared from other service. On the evening of the destruction of the navy yard at Norfolk there were received on board this ship forty or fifty men from the *Pennsylvania*, all one-year men, and most of whom are near the expiration of their terms of service. I would respectfully suggest that they be transferred to the receiving ship on this station.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain, Commanding U. S. Ship Cumberland.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting memorandum and correspondence regarding the inefficiency of the blockade of Southern ports.

NAVY DEPARTMENT, *July 17, 1861.*

SIR: I herewith enclose a copy of a communication from the Secretary of State, dated the 15th instant, to which your attention is invited, together with copies of the letters and memorandum therein referred to, in relation to the blockade of the ports in North and South Carolina.

I also enclose a copy of a communication * from Lieutenant Lowry, U. S. Navy, dated June 1, which may contain information of importance to you respecting the means the citizens of Virginia have of communicating with the ocean through North Carolina, etc.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockade.

[Enclosure.]

DEPARTMENT OF STATE,
Washington, July 15, 1861.

SIR: I have the honor to transmit herewith for your information, and with the hope that such steps may be at once taken as to lead to the effectual blockade of all the ports in North and South Carolina, a communication from Hon. Moses H. Grinnell, of New York, together with a letter from Messrs. Stoddard & Clark, accompanied by a memorandum in which are mentioned the ports where vessels are enabled to arrive and depart with cargoes, to the detriment of law-abiding citizens in the loyal States.

I am, sir, very respectfully, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Subenclosure.]

NEW YORK, *July 12, 1861.*

SIR: Recently, owing to the ineffectual state of the blockade of the ports of the State of North Carolina, residents of that State, in connection with sympathizers in this city, have chartered British vessels to load with naval stores at Beaufort, Wilmington, and other ports, taking a clearance for Nassau, New Providence, and there clearing regularly, and from thence bringing and disposing of the cargoes here, thus securing a large profit, to the prejudice of United States citizens who are law abiding and without a murmur submitting to the loss of business consequent upon the proclamation of the President declaring the ports blockaded.

We are credibly informed that, at the present time, a number of vessels are loading at Beaufort and Wilmington, and respectfully ask that some steps be taken to put an end to the unlawful as well as unjust business.

Respectfully, your obedient servants,

STODDARD & CLARK.

Hon. W. H. SEWARD,
Secretary of State, Washington.

MY DEAR SIR: The enclosed memorandum is from a reliable source. Why can not those ports named be blockaded? God knows there are steamers enough in this country—guns, men, and materials enough to close them up as tight as a bottle.

Yours, truly,

M. H. GRINNELL.

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* See Vol. 5, p. 688.

[Memorandum.]

Vessels are loading for England, Nassau, and Halifax at Beaufort, Wilmington, Ocracoke, and Hatteras inlets, North Carolina, and probably at Beaufort, S. C., and Georgetown [S. C.].

Vessels have been chartered at Halifax and St. John, New Brunswick, and also at New York, to proceed to Beaufort and Wilmington for cargoes, naval stores for Europe or to West Indies or the provinces, and thence to be shipped to New York.

That the British consul, who is an American and a member of a commercial house at Wilmington, N. C., is chartering, through his house, vessels and placing them under British colors for the shipment of naval stores.

Letters to July 2 state there has been no blockade notified at Wilmington, N. C.

Schooner *Willet S. Robbins* and brig *John Balch* [*Hannah Balch*], with West Indian cargoes, have been captured and carried into Ocracoke Inlet.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting reports regarding fugitive slaves.

U. S. S. MINNESOTA,
Hampton Roads, July 18, 1861.

SIR: I have the honor to enclose to the Department copies of reports, July 15 and 17, of Commander O. S. Glisson, of the *Mount Vernon*, with a request by him to me that I shall instruct him what to do with the negroes on board his vessel, and with others that may come. If we are to receive the reports of these negroes at all, I can not see how we can divide their statements, accepting only that which may appear useful to us and rejecting the balance. If it is true what they state about the murdering of a Union man, the name of whose widow they give, and her place of residence, and the amount and disposition of the traitors in Mathews County, I can not see how we can well escape receiving the other portion of their statements, that the rebels propose using them in their armies, etc, and that if they are forced to return (they will not voluntarily) they fear being murdered.

With such a case presented to me I should do exactly what Commander Glisson has—receive them and take care of them until I could hear from the Department.

If negroes are to be used in this contest, I have no hesitation in saying they should be used to preserve the Government, not to destroy it.

These men are destitute; shall I ration them? They may be serviceable on board our storeships.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosures.]

U. S. S. MOUNT VERNON,
Rappahannock [*River*], *July 15, 1861.*

SIR. I have to report that this morning at daylight we observed a boat adrift near Stingray light-house, and soon after discovered a man

in the light-house. We manned a boat, armed her, and sent her with an officer to pick up the boat and to ascertain who was in the light-house.

At 8:30 the boat returned, bringing with her six negroes who had deserted from the shore during the night and taken shelter in the light-house, casting their boat adrift to avoid detection.

They appear to be very much frightened and state that the people on shore are about arming the negroes, with the intention of placing them in the front of the battle. Their taking this course has caused much excitement amongst the negro population, who are deserting in every direction. Two other boats made their escape last night, in the hope of being picked up by some vessel passing in the bay.

I have rationed these negroes on board of this vessel, until I receive orders from you as to their disposal. They inform me that there is not a Union man near the entrance of the river. A few weeks since they murdered the only Union man near Stingray Point. His widow, Mrs. George Wilson, with three little children, are yet on the farm near the point; they are apparently unmolested.

These negroes further inform me that ammunition is very scarce and that the 500 men in Mathews County have not two rounds of cartridges with them. These men are about 10 miles from Stingray Point, and are the nearest armed force in this vicinity.

Enclosed I forward you a list of these slaves, together with a list of the names of their owners.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

Flag-Officer SILAS H. STRINGHAM,
Commanding the Atlantic Blockading Squadron.

[Subenclosure.]

List of slaves.	Owners.
John Hunter, Samuel Hunter, Miles Hunter	Joseph Moore
Peter Hunter	S. Crittenden
Alexander Franklin	Robert R. Carter
David Harris	Jeremiah Harron

U. S. S. MOUNT VERNON,
Rappahannock [River], July 17, 1861.

SIR: I have to report that three more slaves, named, respectively, Lewis Ransom, Robert Brookes, and Albert Hutchings, belonging to John H. Dunlavey, of Mathews County, Va., gave themselves up this morning.

Will you please inform me how I shall dispose of these men and how I shall act in future when they come on board? They say that if they should be returned they would be murdered.

We are all well on board and everything is quiet off the Rappahannock.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

Flag-Officer SILAS H. STRINGHAM,
Commanding the Atlantic Blockading Squadron.

Instructions of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding fugitive slaves.

NAVY DEPARTMENT, *July 22, 1861.*

SIR: Your dispatch No. 70, in relation to certain negroes who have fled from Virginia and are on board the *Mount Vernon*, asking what disposition shall be made of them, is received.

It is not the policy of the Government to invite or encourage this class of desertions, and yet, under the circumstances, no other course than that pursued by Commander Glisson could be adopted without violating every principle of humanity.

To return them would be impolitic as well as cruel, and, as you remark, "they may be made serviceable on board our storeships," you will do well to employ them.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of commanding officer of the chartered steamer Union regarding the cruise of that vessel.

U. S. S. MINNESOTA,
Hampton Roads, July 18, 1861.

SIR: I have the honor to report the arrival to-day of the steamer *Union*, and I am more fully prepared to renew the opinion formerly expressed that she is unfit for sea blockading.

I enclose a copy of the report of Commander J. R. Goldsborough, by which you will perceive she has been considerably injured by being run into.

I await the instructions of the Department.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

U. S. S. UNION,
Hampton Roads, July 18, 1861.

COMMODORE: I report my arrival at this place, three days from the blockading squadron off Charleston, where I left the frigates *Roanoke* and *Wabash*, also the sloop of war *Vandalia*. The latter had been ordered to take a position off Bull's Inlet [Bay] as a blockader.

I coasted it along on my way until up with Cape Hatteras, at which point I was compelled to seek an offing on account of a severe storm of wind, accompanied with thick, rainy weather. Off Wilmington, N. C., I communicated with Commander Lockwood, of the *Daylight*, and should have communicated also with Commander Prentiss, of the *Albatross*, but the thick, stormy weather prevented my seeing him; and at this point several vessels to seaward hove in sight, one of them a suspicious looking schooner, to which I gave chase; an account of her will be found in my abstract.

I regret to inform you that the *Union* has been leaking badly for some time. The carpenter of the *Wabash*, upon examination, reported she had started some of the butts, and that in places under her battery she required recalking. My impression is that her battery is too heavy and that she has strained herself, for even in a moderate seaway she trembles and labors considerably.

I have also to report that on the 2d instant, while off Charleston, I was run into by the Spanish ship *Plus Ultra*, carrying away my foreyard, starboard main and mizzen rigging, starboard side of the hurricane roof, moving the entire building and engine room over to port, and starting her upper works above the bends on the starboard quarter, together with the total destruction of our starboard quarter boat. Through the kindness of Captain Mercer, of the *Wabash*, who sent his carpenters to my assistance, our damages have been but partially repaired, for when it rains the officers' apartments, including their sleeping berths, are uninhabitable, and my own are but a very little better.

I deem it my duty to make known these facts before this vessel is returned to her owners; but should it be the intention of the Department to recharter or purchase her to express a hope that she may be repaired, magazine, shell room, and flooring altered, and the officers, myself included, made as comfortable as her very limited space will admit.

I am, very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Commander.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, regarding the blockade of Wilmington, N. C.

U. S. S. MINNESOTA,
Hampton Roads, July 19 [18], 1861.

SIR: I have the honor to enclose copies of reports * of Flag-Officer Pendergrast and Commander Lockwood.

The *Penguin* made a cruise yesterday and day before up on the west side of the Chesapeake Bay and down the east side, anchoring [a] short time in Tangier Sound.

Nothing of importance reported by her commander.

The *Savannah* has sailed.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

U. S. S. DAYLIGHT,
Off Cape Fear River, July 16, 1861.

SIR: I have the honor to report that I arrived off the New Inlet of Cape Fear River on the 13th instant, and saw a small steamer pass out the old channel without being able to prevent it, as the passage around the shoal is 50 or 60 miles, and on our going around, off the South

* For Pendergrast's report see Vol. 5, p. 791.

Channel, we noticed that several small vessels and one or two small steamers passed out the New Inlet. Thus you will perceive that it is quite impossible for us to keep up an effective blockade.

There should be a vessel stationed at each entrance to keep up a close blockade, and we should have a vessel off Beaufort Harbor, for I boarded an English schooner, bound to Halifax with cotton, turpentine, and peanuts, and he informed me that there was an English brig there, and he thought that an English vessel was also at Wilmington.

In addition to the above we should have a blockading vessel off Georgetown, S. C. I trust the flag-officer will detail another gunboat to cooperate with me that we may effectually shut up Cape Fear River.

I spoke the U. S. ship *Cumberland* the first night out from Hampton Roads, and I find nothing passing along the coast on the same side of the shoal that we happen to be on. All well.

I am, sir, respectfully, your obedient servant,

SAMUEL LOCKWOOD,
Commander.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, advising cooperation of a land force in the movements against the coast of North Carolina.

U. S. S. MINNESOTA,
Hampton Roads, July 18, 1861.

SIR: I have the honor to acknowledge receipt of the copy of Lieutenant Lowry's communication.*

While I do not agree with him in all respects, yet, if the Government can spare him from the Potomac and supply him with the vessels, he may be usefully employed in the region he speaks of, and he may rely always upon such aid and assistance as I can render him.

The inlets may, for the time being, be cleared, and while our ships are in sight nothing will venture out, but I am satisfied that only permanent benefit can result by the aid of a cooperating land force to occupy the forts, batteries, etc., at the mouths of the harbors.

I venture in this connection to refer the Department to Flag-Officer Pendergrast's report,† July 14, by which we are informed of the presence of armed forces at the forts and inlets.

I hope to see the day when Norfolk will be taken, but believe the course of Major-General Butler, of which he has politely informed me, will be the true one for that service.

I am in receipt of the report of Captain John Marston, of the *Cumberland*, dated Boston, July 16, in which he informs me he first cruised down the North Carolina coast to Cape Hatteras, speaking the *Daylight* and *Albatross* twice, and the second time found the latter crippled in her machinery, which he was, fortunately, able to repair.

I have the honor to acknowledge receipt of copy of letter from the honorable Secretary of State, containing communications from M. H. Grinnell, esq., and Messrs. Stoddard & Clark.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

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* See Vol. 5, p. 688.

† See Vol. 5, p. 791.

Report of Commander Ridgely, U. S. Navy, commanding U. S. ship Alleghany, of the arming of that vessel for the protection of Annapolis.

U. S. RECEIVING SHIP ALLEGHANY,
Off Annapolis, Md., July 18, 1861.

SIR: This ship has received a battery of six 32-pounders from the Washington navy yard and is moored with springs on the cables to command the harbor of Annapolis.

I am, very respectfully, your obedient servant,

DANL. B. RIDGELY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Ridgely, U. S. Navy, commanding U. S. ship Alleghany, regarding disposition of public property at Annapolis, Md.

U. S. RECEIVING SHIP ALLEGHANY,
Off Annapolis, Md., July 18, 1861.

SIR: In obedience to your order I have taken charge of the public property enumerated in a letter from Captain Turnley, of the Quartermaster's Department.

The two light-boats I have placed in charge of a ship keeper by authority of the Light-House Board. The launches belonging to the school I have hauled up in the boathouse attached to the Naval School, with the exception of one that broke loose from her moorings when in use by Professor Hopkins, of the Naval School, in recovering the anchors and chains of the frigate *Constitution.*

The boats have been shamefully abused, the sails and rigging have been cut up, and [a] portion of them taken away by the troops stationed here.

I am, very respectfully, your obedient servant,

DANL. B. RIDGELY,
Commander, U. S. Navy.

Hon. G. WELLES,
Secretary of Navy, Washington, D. C.

Report of Captain Mercer, U. S. Navy, commanding U. S. S. Wabash, regarding the inefficiency of blockade of Charleston, S. C.

U. S. S[TEAM] FRIGATE WABASH,
Off Charleston, July 19, 1861.

SIR: When I wrote to you by the *Perry* I told you it was my intention to keep the *Union* here so long as I could keep her supplied with coal from this ship, or until she was relieved by another suitable steamer for the blockade of this place.

On the 14th instant the *Roanoke* arrived here with Flag-Officer Pendergrast on board. The next day he ordered the *Union* to Hampton Roads and the *Vandalia* to the northward of this, about Bull's Bay, I believe, but I am not acquainted with the instructions which Commander Lee received.

On the morning of the 17th at half past 3 the *Roanoke* took her departure for the South, as far down as St. Augustine, to be back probably in five days, on her way to the North again, and will take our

letters, as the flag-officer informs me, leaving this ship alone off this place. Now, Flag-Officer, you know as well as I do that to blockade this port efficiently with this ship alone is next door to an impossibility. Assisted by the *Vandalia* we might have done our work pretty well by a judicious disposition of the two vessels. The question then arises, would it not be better to dispose of our few vessels here so as to insure the blockade of Charleston and Savannah, rather than by disposing of them so far apart as to neglect these two important points and to accomplish nothing which will compensate for leaving them comparatively open? I will say to you unhesitatingly that I do not consider Charleston as efficiently blockaded by the presence alone of this ship off the harbor, and I can not hold myself responsible for vessels getting in and coming out, although you may rely upon my doing my best to prevent them.

July 19.—The flagship *Roanoke* has just arrived off this port again, and has made signal for our letter bag to be sent on board immediately, leaving me no time to conclude.

I am, sir, respectfully, your obedient servant,

SAML. MERCER,
Captain.

Flag-Officer S. H. STRINGHAM,
Comdg. U. S. Atlantic Blockading Squadron, Flagship Minnesota.

P. S.—I shall have to leave here pretty soon.

Report of Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, of the cruise of that vessel from Hampton Roads to Philadelphia, and naming vessels boarded.

U. S. S. SUSQUEHANNA,
Navy Yard, Philadelphia, July 19, 1861.

SIR: I have the honor to report the arrival this morning of this ship, under my command, at this yard, in obedience to instructions from Flag-Officer Stringham, of the 17th instant, to proceed hither for the purpose of placing the ship at the service of Messrs. Merrick & Son, in order to renew the broken shaft and to effect any necessary repairs to the machinery.

I have reported the ship to Captain Du Pont, commandant of the yard, as in a state of readiness to commence the preliminary work necessary in order to receive the shaft, and that we shall require mechanics from the yard for that purpose. I shall use my best exertions to expedite the repairs so far as they may depend upon me.

The ship left Hampton Roads on the afternoon of the 17th instant, and off Cape Henry fell in with and boarded the American bark *Pericles*, of Boston, owned in Boston, ninety-six days from Callao, laden with guano, bound to Hampton Roads for orders. Also the American brig *J. Rhoades*, of and from New York, with Government stores for Fortress Monroe. Endorsed the papers of both vessels and allowed them to proceed.

I have the honor to be, your obedient servant,

JNO. S. CHAUNCEY,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, of the cruise of that vessel and of the erection of a fort in Savannah Harbor by the Confederates.

U. S. SLOOP OF WAR JAMESTOWN,
Off Savannah, July 19, 1861.

SIR: My last letter, dated July 3, informing you of the arrival of this ship off Charleston, was left on board the *Wabash* to be forwarded.

In the further pursuance of your instructions, I left Charleston after communicating with Captain Mercer, and arrived here early on the morning of the 4th.

The *Flag* was spoken early in the morning.

At noon I directed a salute of thirty-four guns to be fired.

This ship and the *Flag* are usually at anchor in 9 fathoms of water, having the light-house bearing W. by N., and Hilton Head about N.

There appear to be some craft plying back and forth inside the harbor, but none have attempted to come out, and no vessels have been spoken since my arrival.

There appears to be a large fort in process of erection at the point of entrance, near the light-house.

I have the honor to be, respectfully, your obedient servant,

[CHARLES GREEN,]
Commander.

Flag-Officer SILAS H. STRINGHAM,
Commanding Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant Sartori, U. S. Navy, commanding U. S. S. Flag, regarding the qualities and requirements of that vessel.

U. S. S. FLAG,
Off Charleston, July 19, 1861.

SIR: I feel it my duty to submit the following report for your consideration, requesting it may be communicated to the Department:

I left Philadelphia on the 29th of May, and have been under steam ever since, a period of fifty-three days, carrying, even while at anchor, about 6 pounds, being ready at any moment for a move. During this period I have been underway on an average about twelve hours out of every twenty-four, at a fair rate of speed a considerable portion of those twelve hours, and up to this time I have only consumed about 200 tons of coal, making an average of 3⅞ tons every twenty-fours hours.

I have frequently gotten underway from 6 pounds of steam in five to eight minutes, never having to wait for steam, as it was always ready by the time the anchor was weighed, the boiler generating steam so true and fast.

The ship has fine speed, and, so far as I can judge, having as yet experienced no heavy weather, will prove herself a beautiful seaboat; her roll is extremely easy, carries her battery well, and does not feel the recoil more than the staunchest built ship of her class. She, however, requires a few things to render her still more efficient, and she is well worthy of the expense. In the first place she requires coppering, and at once, for the grass and barnacles are forming fast upon her. As she is copper-fastened she is already prepared for it, and her bottom would thus be preserved.

She requires about 20 tons of kentledge in her after hold, for I find she should be at least 3 feet 6 inches by the stern for speed and to bring out her superior qualities as a seaboat. I have tried all manner of ways to get this trim, but can not do so without the kentledge. She also requires an alteration in her bunkers, building them up through her between decks, which would aid in trimming the vessel and be a good security for the boilers, the drumhead of which is now entirely exposed to shot. This would cost but little. Also some contrivance might also be used to protect, in a great measure, the cylinder, which is much above the water line. By this alteration of her bunkers she could carry about 350 tons of coal, sufficient for nearly thirty-five days of full steaming, or eighty days of such steaming as I have just gone through.

I also require two good boats, not having a safe one to lower in a seaway; also some little alteration to her sails for heavy weather and a heavy anchor. All this would cost but little, and render her a highly useful and efficient vessel.

I could mount two more 8-inch guns in place of the 32-pounders, thus giving her a battery of eight 8-inch guns, and she could carry efficiently a 24-pounder rifled howitzer forward and aft with very little expense for mounting.

I would require fifteen men for the difference of the two guns and about fifteen additional for the rifled howitzers (of which six seamen and four ordinary seaman), making a total of 130 men independent of the engine room. My present complement of 100 is barely sufficient to do the work of the ship, and is subject to reduction by prize crews. Six are now absent by this cause. I therefore request the additional men, even if I do not get the rifled cannon. I have plenty of room to berth them, and can, if necessary, carry provisions for a year and tanks for 20,000 gallons of water. Some little repairs are needed to the machinery and a condenser placed for making fresh water for the use of the crew, at very small expense.

I feel called upon to make this report that you, as commander in chief of the squadron, may know the true qualities of this vessel, more particularly as she is a stranger to the service. And if the alterations and repairs are to be made, I would request her being sent to Philadelphia, as the naval constructor at that place is well informed as to her construction, etc. I will also mention that her propeller should be arranged so as to uncouple to be ready should anything happen to her machinery during her cruising this autumn and winter.

I am, respectfully, your obedient servant,

L. C. SARTORI,
Lieutenant, Commanding.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, U. S. Frigate Minnesota.

General instructions from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.

NAVY DEPARTMENT, *July 19, 1861.*

SIR: The receipt of your several dispatches, Nos. 66 to 69, inclusive, is hereby acknowledged, and the Department makes the following suggestions in reply:

The movements of the *Minnesota* must in some measure be left to the judgment of the flag-officer. Should the Department be apprised of any

event requiring her departure from her present station, it will not fail to communicate with you. It is hoped that the vessels touching for orders will be sent to their several destinations with as little delay as possible.

The steam propeller *Stars and Stripes* has been purchased and will be sent to you. The *Mount Vernon* and *Dawn* will probably be retained until other vessels can be procured. You are authorized to place armed men on board vessels transporting provisions, etc., for Washington, where, in your judgment, it is necessary. The Potomac is now considered safe for vessels unarmed, without convoy, as there are seven armed vessels cruising in the river.

You are desired to furnish the *Savannah* with men to complete her complement, and the Department will supply their places at as early a day as possible if you will send the number you require.

Send a competent officer to Baltimore early next week to confer with Francis S. Corkran, esq., naval officer, who is engaged in hunting up vessels to be loaded with stone for closing Southern ports.

Very respectfully,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. brig Perry.

NAVY DEPARTMENT, *July 19, 1861.*

SIR: A steamer has been sent from the navy yard to-day to bring the *Perry* at once to Washington for repairs. The Department is of opinion that Captain Watson and the marines now on the *Savannah* had better be transferred to the *Susquehanna* as suggested.

Very respectfully,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of the seizure of the sloop Wild Pigeon.

U. S. S. MOUNT VERNON,
Rappahannock [River], July 20, 1861.

SIR: I have to report that last night at 3.30 a. m. a sloop attempted to run past us, the night being quite dark. Called all hands to quarters and fired a shot across her bow. Fired a second shot at the hull of the vessel, which caused her to come to an anchor; sent an armed boat on board for the captain and crew. At 4 a. m. the boat returned with Howard Gamage, who stated that he was the owner and only person on board of the vessel, which proved to be the sloop *Wild Pigeon*, of Accomac, and that he was running away from the rebels, as they were going to impress every person on Monday, the 22d instant. He was bound to Chesapeake City [Md.] to take the canal through to the North. He has no cargo, but has with him $108.86 in gold and silver.

I will send the vessel and the man down to you, subject to your order, by the first United States steamer that comes up.

We are all well on board, and everything is quiet here.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

Flag-Officer SILAS H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding a refugee, and the station of the U. S. S. Penguin.

U. S. S. MINNESOTA,
Hampton Roads, July 20, 1861.

SIR: I have the honor to inform the Department that yesterday the *Quaker City*, Commander O. Carr, picked up a small sailboat containing one man, off Cape Henry. He was coming up the coast from some 30 miles below Cape Henry, trying to get North, having escaped from Norfolk.

His family left in the flag of truce [boat] which brought down women and children to this point from Norfolk soon after my first arrival here. He represents that he then wanted to leave, but was prevented. I have sent him to General Butler.

I have received your order of July 18, with reference to the *Monticello*. I shall order the *Penguin* to take her station at mouth of James River.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding capture of the schooner Velasco.

U. S. S. MINNESOTA,
Hampton Roads, July 20, 1861.

SIR: I have the honor to acknowledge the receipt of your letters of July 19.

The *Perry* will go immediately to Washington. The *Albatross*, Commander George A. Prentiss, captured on the 18th of July the schooner *Velasco*, of Galveston, from Matanzas, loaded with sugar. He brought her to me to-day. The vessel is owned in Florida and Texas.

I have this day ordered her to Providence, R. I., and the *Albatross* to return to her station off North Carolina.

The master of the *Velasco* says the same parties who loaded the *Hallie Jackson* offered him a cargo to clear for Philadelphia and try and get into Savannah, and I have no doubt that this was the case with this vessel—she cleared for New York, but hoped to get into North Carolina. She was cleared under Captain Brant, and is in charge of Captain Southac.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, requesting instructions in the case of an English brig seized by the U. S. ship St. Lawrence.

U. S. S. MINNESOTA,
Hampton Roads, July 20, 1861.

SIR: I have the honor to inform the Department that Captain Purviance, of the *St. Lawrence*, has sent in here, in charge of a prize officer, an English brig* which cleared from Boston in ballast about a month since, and loaded at Beaufort, N. C., with naval stores. On her way out and but a short distance from the coast, Captain P. overhauled her, found she was bound for Liverpool, with clearance and papers made out by secession officers from the pretended Confederate States of America, and finally ordered her to this point for me to decide. As she wants overhauling, which will take a few days, I have concluded to refer this case to you for instructions.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, calling attention to the case of the ship Peter Marcy.

NAVY DEPARTMENT, *July 20, 1861.*

SIR: The Secretary of State has submitted to this Department a dispatch from the U. S. consul at London stating that the American ship *Peter Marcy*, of and from New Orleans, arrived in that port on the 23d of June with a register and clearance issued under the assumed authority of the so-called Confederate States and bearing the flag adopted by those States.

Of course such a register and such a clearance, as well as the flag, are entirely unauthorized, and the *Peter Marcy*, or any vessel with such a register, clearance, and flag, should be at once seized.

Your particular attention is invited to the *Peter Marcy*, should any of the squadron under your command fall in with her, and to any vessel under similar circumstances.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information of the transportation of provisions and ammunition into Virginia.

Confidential.] NAVY DEPARTMENT, *July 20, 1861.*

SIR: I enclose for your information a copy of a letter referred to this Department by General Scott.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM, Etc.

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* This was the English brig *Herald*. See p. 42.

[Enclosure.]

SIR: Since I had the honor of writing to you last, some facts have come to my knowlege which I proceed to lay before you and leave you to judge of the attention they demand. I am informed by the collector at the port of Snow Hill, Worcester County, Md., that provisions, ammunition, etc., are now carried to various parts of the eastern shore of Virginia by vessels owned by rebels, who, by a fictitious sale of the vessel to citizens of Maryland, have their vessels licensed from this State.

I am informed from other sources that large quantities of provisions, etc., are furnished to them by consigning them to parties at Newtown, on the Pocomoke, and they are landed at Pitts Creek, near the line of Virginia, and thence distributed through Accomac and Northampton counties, Va. Still further, that there are 800 men drilling daily at Eastville, Northampton County, Va., and that enlistments are being made from Worcester County, Md., which borders upon Virginia. Not less than six young men left Snow Hill for that place during last week; and that there is constant communication between the rebels there and secret traitors in this State, by which means information is carried to the western shore of Virginia by means of canoes across the Chesapeake, and letters brought to and carried from the Snow Hill post-office.

It is feared by many here and there that there will be a movement from Eastville upward through this peninsula. It would find this part of the State entirely without protection, as the people in general are almost entirely destitute of arms, even had we the necessary organization; and the invaders would find a number of sympathizers in their route through these counties to render persons and property exceedingly unsafe.

It would be well enough for a cruiser occasionally to look in at a place called Somer's Cove, the proposed terminus of the Eastern Shore Railroad. Eleven hundred barrels of flour have been sold recently to Virginians at that place, I am informed. The storehouse is at the extreme head of the cove.

V. S.

P. S.—A man named Humphrey Humphreys, in Salisbury, a colonel of militia and a violent secessionist, has now somewhere concealed a 4-pounder fieldpiece, of which I am told he is owner. During the difficulties in Baltimore, under the orders of General Tench Tilghman, he was making arrangements to call out the militia of the county. Since, however, the occupation by Federal troops at Baltimore his gun has not been seen.

V. S.

Engagement between the U. S. S. Albatross and the North Carolina steamer Beaufort, near Bodie's Island, North Carolina, July 21, 1861.

Report of Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, of the engagement, and of the recapture of the schooner Enchantress.

U. S. S. ALBATROSS,
Hampton Roads, July 31, 1861.

SIR: I have the honor to report that in obedience to orders I proceeded on my cruise the 20th instant. On the 21st, being in the vicinity

of Bodie's Island, discovered two rebel steamers, one of which was towing a schooner through Oregon Inlet, the other being nearer, but partially sheltered by Bodie's Island. I opened fire upon her, which she returned from a heavy gun upon her spar deck. After exchanging some twenty shots with her she hauled off, with the other steamer apparently in a crippled condition.

I then stood to sea, overhauling and examining other vessels. On the 22d, while off Hatteras Inlet, I fell in with and recaptured the schooner *Enchantress*, of Newburyport, having on board a prize crew from the pirate vessel *Jefferson Davis*, which I have brought into port, to be disposed of as you may think proper.

I am, respectfully, your obedient servant,

GEO. A. PRENTISS,
Commander.

Flag-Officer SILAS H. STRINGHAM,
Commanding the Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant Duvall, commanding steamer Beaufort.

NORTH CAROLINA NAVAL STEAMER BEAUFORT,
Oregon Inlet, July 22, 1861.

SIR: I have the honor to report the first entirely naval engagement which has as yet taken place between our forces and the Lincoln forces. The engagement commenced with the *Beaufort*, under my command, on yesterday morning at 10:15 and ended at 11 a. m. The enemy's vessel was a large, three-masted propeller, with a crew of at least 175 men, and carrying a battery of eight guns, one rifled cannon forward and one aft, working on pivots; the distance selected by the enemy not exceeding 1¼ miles from the *Beaufort*, with a strip of land three-fourths of a mile intervening between us. The enemy's vessel showed no colors during the entire action. I will copy from my log book such remarks, in substance, as were entered, and which will give a plain statement of facts unembellished:

At 8:20 signal made from lookout on shore "man-of-war steamer in sight to the northward." Cleared ship for action. Sent a note on shore by Mr. Young, master's mate, to Colonel Morris, engineer in command, informing him that a man-of-war steamer was bearing down for us, and asking him what he intended doing; also alluding to the two guns which he had mounted and the good effect it would certainly produce if he would have them served. At 9:25 the steamer *Currituck* came in, having in tow the schooner *Hugh Chisholm*, with Captain Martin's company of 100 men from Roanoke Island. As they passed us, gave them three hearty cheers, which were returned with great enthusiasm by the soldiers. This was the kind of feeling I wished to inspire before the enemy opened fire on us. Colonel Morris and Captain Barney came alongside on shore. I again urged the necessity of the two guns at the fort being used; if for no other good, it would draw the enemy's fire and give us a better opportunity of working our gun to advantage. Colonel Morris said the guns were not in proper position and that he had no gunners to serve them. I offered to supply him, and told him that the *Beaufort* was entirely at his service. He remarked that it would do no good. I replied: "Then I will do what I can with my one gun and as long as I can." The soldiers landed and marched in double-quick to the opposite side of the island under cover of a

sand hill. At 10:15 the enemy's three-masted propeller, showing no flag, rounded to off and to the southward of the fortification, close inshore and opposite the *Beaufort*, distant about 1¼ miles. We brought our gun to bear upon her and awaited her pleasure to open the engagement. As soon as the frigate lost her headway she opened upon us with her forward rifled cannon, the shot passing over and beyond us on the flats, nearly a mile to leeward. Some of the shot which were afterwards picked up I shall send to you to be presented to Governor Clark as mementoes sent to the gallant little *Beaufort* from our black Republican visitor. The smoke had scarcely cleared away from the gun before we answered with our gun, being just able to elevate sufficiently from where we lay to graze the top of the sand hill, and, as we thought, struck the vessel between her main and mizzen mast. The firing then became general, the enemy during the engagement throwing rifle-cannon shot and shell, and from the distance the 32-pound shot and shell carried the gun must have been of the 62-hundredweight class. We answered every shot as long as we could get our gun elevated to graze the sand hill, throwing the shot beautifully in line. I either sighted or adjusted the sight in person, though this action has given me entire confidence in the coolness and judgment of the captain of the gun crew, who is also my chief boatswain's mate. The enemy finally, not fancying our shot, cowardly moved around and dropped farther to the southward behind a higher sand bank, which completely prevented us from firing a shot, the line of our greatest elevation striking near the base of the hill behind which our soldiers on shore were placed for protection. The enemy's vessel being higher out of the water enabled his guns to rake us over the hill, while we could not fire a single gun. The frigate's first shot from this position passed near our smokestack and struck the water about 30 yards from us; the second passed between the captain of the gun and the man next to him, and struck the water about 20 feet from our port bow. You may imagine my feelings at this stage of the action. My little steamer had done bravely, and my officers and men had gallantly performed their whole duty. I thought of the unwarrantable sacrifice of life and the property of the State, and the days of constant labor in getting the *Beaufort* ready to take her place in doing service to our State and country. We could use the gun no longer in the position which the enemy, under the circumstances, had so cowardly taken, having a battery of eight guns throwing 32-pound shells and balls, and rifled cannon throwing shot and shell, and a crew of not less than 175 or 200 men to work his guns, against our little vessel of one gun and 26 men, only 13 of whom were at the gun on deck. I therefore gave the order to cast loose and heave off out of range of the enemy's guns, since he would not honorably uncover and give us a fair chance. On leaving our moorings the enemy fired two shells, one of which struck and exploded about 50 yards on our port quarter, when he ceased to fire any longer. It is impossible to say what damage, if any, the enemy received. Some of the officers and soldiers on shore, who were in a position to see the shot strike, say that three (ricochet) rolling shot, as they term it, struck her. They also heard plainly the dead sound when the shot struck against the steamer's side, My lookout, however, says that he thinks our shot fell short some 200 yards. He may have taken at his altitude a "white cap" for the shot striking the water. If we could have obtained a half degree greater elevation I have no doubt in saying that the *Beaufort* would have made her name memorable in the history of our good old State. If I had had, as I

tried so hard to have, one 12-pounder rifled cannon I am confident we would have annihilated her. The enemy fired no guns after we got out of range, and after lying for some time off the light-house, dropped slowly down the coast, keeping near the beach in shallow water, which would argue that her pumps were at work. When off New Inlet she headed in for the entrance, but finally proceeded down toward Hatteras, and thus ended the engagement. The enemy with all his superior force and choice of position was compelled to draw off and drop behind a sand hill, where he knew it would be impossible for us to injure him, and from which position he could throw his heavy shot and shell into us unanswered. I therefore have the right to claim a victory to the *Beaufort*, which, under the circumstances and disparity in vessel, armament, and crew, will not unfavorably compare with any that has yet fallen to our arms. We received no damage in any respect from the enemy, though the wind from some of his shot was felt as they passed harmlessly through us. We fired eight shots, equal to 256 pounds of metal and 56 pounds of powder. The enemy fired about thirteen shots—rifle cannon, solid 32s, and shell. I have nothing more to say than to reiterate my expressions in behalf of the officers and crew of the *Beaufort* for their gallant conduct during the entire engagement, and to express the hope that you will be pleased to bring them favorably to the attention of the executive. I send you enclosed a list* of their names. I forgot to mention that during the firing a burning cylinder was blown from the gun on to the hurricane deck, which set fire to some hammocks, cots, sails, and tents stowed away to give room on deck. We soon extinguished it by throwing the most of them overboard. My water being nearly out, I am compelled to leave to-morrow morning for fresh water, and shall send this report from Elizabeth City. I will return here immediately after filling up with water. My steamer is so small that I have not room for more than twelve days' water. I can conscientiously leave now, as the fort has, or will have by to-morrow, four guns mounted. A large sail is beating up from the northward, or I would leave this evening. I am very anxious to hear from you, and hope that what I have done will meet your approbation.

I am, very respectfully, your obedient servant,

R. C. DUVALL,
Commanding Steamer Beaufort.

Hon. WARREN WINSLOW,
Naval and Military Secretary, Raleigh, N. C.

Order of the Secretary of the Navy to Captain Marston, U. S. Navy, commanding U. S. ship Cumberland, to report for duty in the Atlantic Blockading Squadron.

NAVY DEPARTMENT, *July 21, 1861.*

SIR: As soon as the *Cumberland*, under your command, is repaired you will return with her to Hampton Roads and report to Flag-Officer Stringham as a part of the Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain JOHN MARSTON,
Commanding U. S. S. Cumberland.

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*Not found.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding sinking of vessels loaded with stone in the channels on the Southern coast and advising occupation of Bodie's Island.

U. S. S. MINNESOTA,
Hampton Roads, July 22, 1861.

SIR: I have the honor to enclose to the Department the resignation of A. D. Shumway, acting third assistant engineer of the steamer *Albatross.*

As the steamer was under orders to proceed to sea I did not act, and now enclose it to the Department.

The *Albatross* has returned to her station off North Carolina, having come to this point with a prize, the schooner *Velasco*, whose destination was to Providence, R. I., which I changed to New York, because she leaked badly.

I have this day ordered Lieutenant J. M. Wainwright, in compliance with your orders of July 19, to go to Baltimore and confer with Francis S. Corkran in reference to vessels to be loaded with stone and sunk in inlets, etc., and in this connection I will venture a few observations on this subject in compliance with your request.

I am of opinion that the sinking of vessels in the channels along our coast generally would be of very temporary and slight service, from the constantly shifting nature of these entrances, sand being the principal material composing the strip of land through which inlets lead into the bays and sounds by which the inland communication is carried on, and through which the small vessels are passing, of which complaint is so constantly made.

It is well known the channels of these inlets are constantly changing; that buoys are of but little importance beyond marking the entrances. The channel has to be run by a person with an experienced eye and ready judgment, the color and set of the water showing where it is deepest. A single gale often closes up a channel and opens a new one.

I must venture to recall, most respectfully, my first conclusions as to the character and number of vessels necessary to a proper blockade and guard of the long line of coast from Cape Henry to Key West, and the passing and repassing which would necessarily result, as being the only safe reliance, and can only now add that points might be taken possession of by the Army and held, some of which are already occupied by small parties of rebels.

I quote from Commander G. A. Prentiss's report, July 20, *Albatross:*

> In running down the coast I discovered at Bodie's Island a battery commanding the entrance to Oregon Inlet, and a force of about 100 men, armed, encamped there.

This I have no doubt is the case along the coast generally. I would suggest the capture and occupation of Bodie's Island as a very good point for commanding the extensive inland communication of Patapsco [Pamlico], Albemarle, and Roanoke sounds and interfering very materially with transportation of provisions, stores, etc., to Norfolk from this region through the Dismal Swamp Canal.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, of the cruise of the U. S. S. Roanoke, naming vessels boarded.

U. S. S. MINNESOTA,
Hampton Roads, July 22, 1861.

SIR: I have the honor to report the arrival at this point this morning of the U. S. S. *Roanoke.*

I send a copy of report of Flag-Officer Pendergrast.

A survey has been held on the propeller and report made that it will take three days to disconnect and repair, after which the *Roanoke* will proceed again to sea.

I am in receipt this morning of a report* from L. C. Sartori, of the *Flag*, a copy of which I enclose.

If the *Iroquois* reports to me, I suggest to the Department that she take the place of the *Flag* while the *Flag* returns for repairs.

I think very favorably of the latter for blockading, as I have before mentioned.

The charter of the *Union* expires to-day. I have written to the Department about her. In the meantime I shall send her down to relieve the *Quaker City* while the latter coals. Yesterday two men from Maine were sent down from the *Mount Vernon*. They escaped from Virginia. I have sent them to General Butler. The tug *Young America*, which brought them, also towed a small sloop taken by the *Mount Vernon*. She is one of the bay craft used in cruising from [the] eastern shore.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

U. S. FLAGSHIP ROANOKE,
Off Fortress Monroe, July 22, 1861.

SIR: I have the honor to make the following report of the cruise of this ship since my last report, dated off Charleston, S. C., July 14, 1861:

July 14.—Arrived off Charleston, S. C. Found the *Wabash*, *Vandalia*, and *Union* there.

July 15.—Dispatched the *Vandalia* to Bull's Bay under [Cape] Romain Shoals to act as a blockader there; she being within short distance of the *Wabash*, will also act in connection with her off Charleston. The same afternoon the U. S. S *Union* left for Hampton Roads. A survey was held on the engines of this ship. Two days were required to make the necessary repairs.

July 17.—Left Charleston Bar at 5:30 a. m; 7:30 passed Edisto Inlet; at 12 m. passed the mouth of St. Helena Sound; 4:30 p. m. arrived off Savannah, Ga., and found the U. S. sloop of war *Jamestown*, Commander Green, and U. S. S. *Flag*, Lieutenant Commanding Sartori, there. Gave each of them copies of extracts for their information. At 5 p. m. again got underway.

July 18.—8 a. m., passed Fernandina light-house; brig *Perry* not there; 10:30, sighted the mouth of St. John's River; rebels fired six guns from a battery 5 or 6 miles off; number of tents on the beach. Sighted St. Augustine Harbor and then returned north.

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* See p. 15.

July 19.—4 a. m., made Savannah, Ga.; exchanged signals with the *Jamestown* and *Flag;* sent boat to them and received dispatches and mail. Passed St. Helena Sound, Edisto Island, and Edisto Inlet; 1:30, arrived off Charleston, S. C., and found the *Wabash* there and received a mail; passed the *Vandalia* off Bull's Bay.

July 20.—5:30 a. m., passed Wilmington, N. C.; met the U. S. S. *Daylight;* made signal for the captain to come on board; received a mail.

July 21.—5:30 a. m., beat to quarters; steamer in sight proved to be the British steamer *Gladiator;* boarded the schooner *Abby Bracket*, from Trinidad, Cuba, bound to New York; cargo, sugar and molasses; 5 p. m., boarded the schooner *Cyclone*, of New Bedford, Mass., from Frontera, Mexico, bound to New York; cargo, logwood.

I regret to say that the engines of this ship have not proved as satisfactory as I should have desired, suffering continually from hot journals and other disarrangements. It will require from two to three days to hoist the propeller and make the necessary repairs. I trust that the cruise of this ship will prove satisfactory to you. We have cruised along the coast from here to St. Augustine and back, during the day in sight of land.

I have the honor to be, very respectfully, your obedient servant,

G. J. PENDERGRAST,
Flag-Officer, Commanding West India Squadron.

Flag-Officer SILAS H. STRINGHAM,
Comdg. U. S. Blockading Squadron, Hampton Roads, Virginia.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the discovery of a Confederate torpedo in Hampton Roads.

U. S. S. MINNESOTA,
Hampton Roads, July 22, 1861.

SIR: I have the honor to inform the Department that by information from one of the Baltimore pilots I learned there was a suspicious object down on the Horseshoe between Old Point and the light-boat.

I immediately ordered the tug *Young America* to go down and bring it up. It proved similar in form to the infernal machine* at the navy yard in Washington, which was found in the Potomac, having but one weight to it, however, buoyed by two water breakers, very neatly fixed for that purpose.

It is now on shore by the fortress, not yet having been examined.

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary Navy.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding available recruits at Annapolis.

NAVY DEPARTMENT, *July 22, 1861.*

SIR: The following force is available at Annapolis, which will be ordered to your vessel if you require them, viz, 28 seamen, 12 ordinary seamen, 41 landsmen, 13 boys; total, 91.

I am, respectfully, etc., GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Squadron, Hampton Roads, Virginia.

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*See Vol. 4, pp. 566–568.

Report of Captain Marston, U. S. Navy, commanding U. S. ship Cumberland, regarding time required for repairs to that vessel.

U. S. SHIP CUMBERLAND,
Navy Yard, Charlestown [Mass.], July 22, 1861.

SIR: Your letter of the 19th instant was this day received, and in reply to your enquiry when the *Cumberland* can be sent to sea, I beg leave to say that I have been informed by the officers of this yard that she may be got ready in a week from this time, provided the after pivot gun, which is still at Portsmouth, does not detain her. But I am inclined to think that this is too short a time to have her ready, and that it will require full ten days. I trust, however, that my great anxiety to find myself again at Hampton Roads will be sufficient surety that every exertion shall be made to get her off at the earliest possible moment, in the accomplishment of which I feel sure that Captain Hudson will unite his utmost efforts.

Since I wrote to you relative to an increase of lieutenants for this ship, Lieutenant Murray has been detached from her, leaving but three officers of that grade on board, and only one acting master instead of two, as by your letter I find you to believe to be the case. The best interests of the service require that an officer suitable to fill the situation as first lieutenant should be ordered to her, and I respectfully request that my wishes on this point may be complied with.

In accordance with your orders, I shall send this communication through Captain Hudson, but I would very respectfully remind you that that officer is junior to myself.

I have the honor to be, your obedient servant,

JOHN MARSTON,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting correspondence regarding breach of blockade and depredations of privateers on the North Carolina coast.

NAVY DEPARTMENT, *July 22, 1861.*

SIR: Enclosed herewith for your information [are] copies of two letters from the Secretary of the Treasury and their enclosures, dated the 16th and 19th instant, relative to unrestricted commerce and the depredations of privateers on the North Carolina coast; also copy of a letter from a Mr. A. S. Coriell, of Rahway [N. J.], dated 15th instant, on same subject.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure No. 1.]

TREASURY DEPARTMENT, *July 16, 1861.*

SIR: I have the honor to transmit herewith a copy of a letter, under date of the 12th instant, from the collector of customs at New York, in

relation to vessels entering and clearing from the ports of North Carolina without molestation, and also to the depredations of a privateer on United States commerce.

I am, very respectfully,

S. P. CHASE,
Secretary of the Treasury.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Subenclosure.]

CUSTOM-HOUSE, COLLECTOR'S OFFICE,
New York, July 12, 1861.

SIR: Mr. Benjamin Blossom, an old, reliable, and responsible shipowner and merchant of this city, has to-day imparted to me information which I deem proper to be transmitted to you.

Two citizens of North Carolina have just passed through this city on their return home from Halifax, where they have chartered British vessels for a trade between Nassau, Bermudas, and ports on the coast of North Carolina. To Beaufort, Wilmington, and New Berne, or Ocracoke, the entrance is almost unobstructed, and no blockade has been enforced or even announced. Every day vessels are passing in or out of these ports, carrying whatever cargoes they choose. British bottoms are chartered by Carolinians and carry on this trade. At Georgetown, S. C., vessels enter and clear without obstruction. To this place the prize taken by the privateer *Savannah* is said to have been sent. Vessels are fitted out, armed, and sent from Ocracoke to capture coasters and whatever other craft they may fall in with. These shore privateers do not wait for letters of marque, but act without even the semblance of authority. They find no difficulty in taking their prizes into their unblockaded ports. These statements are made by residents of the Carolinas, and Mr. Blossom is fully assured of their correctness and trustworthiness.

With great respect, your obedient servant,

HIRAM BARNEY,
Collector.

Hon. S. P. CHASE,
Secretary of the Treasury.

P. S.—Since writing the foregoing I have received the following telegram, which has been duly forwarded by telegraph to you:

COLLECTOR OF PORT, U. S.,
Newport, July 12.

Arrived this morning brig *Mary E. Thompson*, Havener master, of and from Searsport, Me., from Antigua. The master states that he was boarded by a Southern privateer brig, who robbed him of what they wanted; also states that several others on same and two previous days were taken and sent into Southern ports. Ship *Mary Goodell*, from New York, was boarded, afterwards released. This occurred on 9th instant, latitude 39° 16′, longitude 67° 40′.

S. W. MACY,
Collector.

Captain Howard, having learned these facts, has given me notice that he should proceed this afternoon with the revenue vessels *Crawford*, *Jackson*, and *Varina* in search of the privateer to whose depredations the dispatch refers.

I am, very respectfully, your obedient servant,

HIRAM BARNEY.

Hon. S. P. CHASE.

[Enclosure No. 2.]

TREASURY DEPARTMENT, *July 19, 1861.*

SIR: I have the honor to transmit herewith a copy of a letter under date of the 18th instant, from the collector of customs at New York, conveying further information from Mr. Benjamin Blossom in relation to unrestricted commerce now being had with North Carolina through its several ports.

I am, very respectfully,

S. P. CHASE,
Secretary of the Treasury.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Subenclosure.]

CUSTOM-HOUSE, COLLECTOR'S OFFICE,
New York, July 18, 1861.

SIR: On the 12th instant I communicated to you certain information received by me from Mr. Benjamin Blossom, of this city, relative to the imperfect state of blockade existing upon portions of the coast of North Carolina. Other statements upon the same subject have this morning been made to me by the same reliable gentleman, which I hasten to transmit to you.

Within a few days past four British vessels, direct from Nassau [New Providence], have entered the port of Wilmington, N. C., for the purpose of there receiving cargoes. One British vessel has entered Beaufort, N. C., for the same purpose. Vessels of that nation have within two weeks entered this port direct from Nassau with cargoes of pitch, tar, and turpentine, evidently the product of North Carolina, thus lending confirmation to the statements of Mr. Blossom. He assures me that vessels belonging in Nassau and in the British provinces carry on an almost uninterrupted trade with the ports of New Berne, Ocracoke, Wilmington, and Beaufort, N. C., and with Georgetown, S. C., and this assurance is predicated upon authority which he regards as most direct and authentic.

With great respect, I am, your obedient servant,

HIRAM BARNEY,
Collector.

Hon. S. P. CHASE,
Secretary of the Treasury.

[Enclosure No. 3.]

RAHWAY [N. J.], *July 15, 1861.*

DEAR SIR: Anxious to be of service to my country, when possible, I hasten to inform you that large quantities of cotton are being sent to the northeastern parts of Georgia, to be shipped thence to England or France; also that numerous vessels are being or have been fitted out as privateers, harboring along the coast, making the port of Brunswick their principal depot.

Respectfully, yours,

A. S. CORIELL.

Hon. S. CAMERON.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of available recruits at Annapolis.

U. S. S. MINNESOTA,
Hampton Roads, July 23, 1861.

SIR: I have the honor to acknowledge receipt of your letter of 22d July.

As I have not been able to comply with the order for supplying the deficiency of the *Savannah's* crew, she having sailed, if the Department should think proper to order the force mentioned as "at Annapolis" to this vessel, I could send the number required for the *Savannah* by the guard boat, as she will look in occasionally off the capes.

As the small vessels which come here are generally short-handed, I could also supply their wants.

The *Minnesota* has her full complement.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding seamen on chartered steamer Quaker City.

U. S. S. MINNESOTA,
Hampton Roads, July 23, 1861.

SIR: I have the honor to inform the Department that on enquiry I find the United States seamen on board the *Quaker City* were put there while the vessel was in New York.

Flag-Officer Pendergrast reports to me July 23, 1861:

On or about the 1st day of May the *Quaker City*, under command of Acting Master Mather, reported for duty. Seamen were then on board.

Commander Carr, now of the *Quaker City*, reports:

From the employés of the owners on board, I learn verbally that these men were placed on board with the armament on April 28 last, by Flag-Officer S. L. Breese, commandant navy yard, New York, on the requisition of Captain R. W. Shufeldt, who had at that time assumed command of the vessel on behalf of the Union Defense Committee, who were at that time the charterers of the vessel.

Commander Carr informs me these men are necessary to this ship.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Commander Gillis, U. S. Navy, commanding U. S. S. Monticello, of the arrival of that vessel at New York.

U. S. S. MONTICELLO,
New York, July 23, 1861.

SIR: In obedience to the order of Flag-Officer S. H. Stringham, I have the honor to report to you the arrival of this vessel at this port.

Very respectfully, sir, your obedient servant,

JNO. P. GILLIS,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding additional vessels ordered to his command.

NAVY DEPARTMENT, *July 23, 1861.*

SIR: The following dispatches, not heretofore acknowledged, have been received from you:

No. 65, dated July 13, 1861.
No. 68, dated July 17, 1861.
No. 69, dated July 17, 1861.
No. 74, dated July 20, 1861.
No. 75, dated July 20, 1861.

The charter of the steamer *Union* has been extended two months. The steam sloop *Seminole* has been ordered to report to you at Hampton Roads, and also the sloop of war *Cumberland*, when her repairs are completed.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the disposition of vessels of his squadron and the recapture of the schooner Enchantress.

U. S. S. MINNESOTA,
Hampton Roads, July 24, 1861.

SIR: I have the honor to acknowledge receipt of your letter* of July 22, and am much gratified at the decision in reference to the negroes on board the *Mount Vernon*, as we well know that they are used by their rebel masters in erecting batteries and every other service within the power of their masters to employ them against the Government.

These men were not enticed at all, and I shall comply with the request of the Department and caution my officers not to use any persuasion to induce them to leave their masters.

I am also in receipt of your letter of July 23, announcing the recharter for two months of the *Union*.

I shall look anxiously for the *Seminole* and *Cumberland*.

I have stationed off Cape Hatteras and Cape Fear the *Savannah*, *Daylight*, and *Albatross*, all that I could at present. Of the disposition of the vessels of my squadron I have kept you apprised, and fast as I can I will send vessels along the coast to endeavor to prevent the illegal trade mentioned in the letters of the honorable Secretary of the Treasury and copies accompanying them contained in your second of July 23.

I have the pleasure to inform the Department of the arrival at this point this morning of the *Albatross*, Commander G. A. Prentiss, having in tow a schooner, a recapture off Hatteras by the *Albatross* of a prize to the privateer *Jefferson Davis*. She is the schooner *Enchantress*, from Boston for Santiago de Cuba, with an assorted cargo.

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* See p. 10.

I regret to inform the Department that the steamer will be unable to resume her station for some time, because of accidents which have occurred to her machinery.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, suggesting that the U. S. S. Albatross and her prize, schooner Enchantress, be sent to Philadelphia.

U. S. S. MINNESOTA,
Hampton Roads, July 24, 1861.

SIR: I have had the pleasure of apprising the Department of the presence of the *Albatross* with her prize (in another letter of this date), but unfortunately too much crippled in her machinery for me to venture to order her back to her station off Hatteras without first undergoing repairs.

We are unable to repair her here, and as I have the *Union* here, and rechartered, I will send her immediately off Hatteras, and I respectfully suggest to the Department that I might send the *Albatross* (if permitted), with her prize, the recaptured *Enchantress*, with the rebel prize crew, direct to Philadelphia, where she could be repaired in a short time.

Commander Prentiss informs me that one of the pirate crew (we do not know what reliance to place upon his information) informed him that the *Jefferson Davis* was going [to] St. Thomas, West Indies, for repairs.

A fast steamer from New York might run down to St. Thomas and look after the *Jefferson Davis*, and thus decide the truthfulness of the information, and coming back along the coast she might pick up some of their cruisers.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

U. S. S. MINNESOTA,
Hampton Roads, July 24, 1861.

I copy a list of articles wanted by the *Albatross:*

1 new main-crank pin.
1 air-pump crank pin.
1 force-pump crosshead.
2 pistons repaired.
Main shaft is cut and breaking very badly.
New set of springs for cut-off.
4 air-pump valves (rubber), 3 feet 10 inches long by 11 inches wide.
1 new eccentric rod.
1 portable forge and bellows.

The above list furnished me by Commander Prentiss.

Respectfully,

S. H. S.,
Flag-Officer, Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, referring to the English brig Herald and the schooner Tropic Wind.

NAVY DEPARTMENT, *July 24, 1861.*

SIR: Your No. 76,* in relation to the English brig [*Herald*], captured by the *St. Lawrence*, has been received.

The Department is of opinion, under the circumstances mentioned, that she is good prize and should be sent to some court for adjudication.

Please inform the Department if the schooner *Tropic Wind* is at Hampton Roads, and whether she has been turned over to you or what has been done with her.

Her papers were sent to the Department by General Butler.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information from U. S. consul at Liverpool regarding the movements of the vessels Gondar, John Fraser, and Monterey.

NAVY DEPARTMENT, *July 24, 1861.*

SIR: I herewith enclose for your information a letter from the Secretary of State, dated the 20th instant, with an extract from a dispatch received from the U. S. consul at Liverpool, in reference to certain vessels fitting out in England for the Atlantic ports of the insurgent States.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading [Squadron], Hampton Roads.

[Enclosure.]

DEPARTMENT OF STATE,
Washington, July 20, 1861.

SIR: I have the honor to transmit herewith for your information an extract from a dispatch, No. 23, received from the U. S. vice-consul at Liverpool, in reference to certain vessels which, as there is reason to believe, are fitting out in England by parties in the interest of the insurgents.

I beg leave to suggest that the attention of the commanders of our blockading forces be called to the representations of Vice-Consul Wilding.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

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* See p. 19.

[Subenclosure.]

CONSULATE OF THE UNITED STATES,
Liverpool, July 5, 1861.

SIR: * * * On the 2d July an English vessel called the *Gondar* was entered to load for Nassau, New Providence. From the fact of her probable ownership by John Fraser & Co., of Charleston, it being very unusual to send a vessel of her tonnage to Nassau, and the contiguity of the place to Charleston, I have no doubt her cargo is intended for Charleston. The *Gondar* was formerly an American vessel, owned by John Fraser & Co., of Charleston, but in February last, as the Department was informed by dispatch dated 7th February, she was transferred and registered as an English vessel in the names of Grant & Armstrong, two English employés of Fraser, Trenholm & Co., of Liverpool, John Fraser & Co. no doubt continuing to be the real owners.

The *John Fraser*, belonging to the same house, arrived here June 22, from Charleston May 24, under English colors. She sailed hence for Charleston in February last under American papers and colors.

Another ship called the *Monterey*, belonging to Savannah, which left here not long since under American papers, returned on the 1st July (from Savannah May 2) as an English vessel, having been transferred at Savannah. I send you copy of the section of the merchant shipping act, under which these vessels must have obtained provisional papers from the English consul.

I shall inform Mr. Adams of my suspicions as to the real ownership of the *Gondar* and *John Fraser*. As I before informed you, Fraser, Trenholm & Co. some time since bought a steamer for this direct line. From some information I got, I was induced to believe that she was being fitted at Stockton-on-Tees, a place on the east coast.

I sent a man over there, and he reports that a steamer (screw) of about 700 tons, called the *Czar*, had been built for a London firm and by them sold to Fraser, Trenholm & Co., and that she left there about three weeks since for London, it was supposed, having only coal for a few days, and a small number of riggers, etc., to work her. I have written to the consul at London about her.

There is another similar vessel, nearly finished, for the same house, also said to be bought by Fraser, Trenholm & Co.

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I am, sir, your obedient servant,

H. WILDING,
U. S. Vice-Consul.

Hon. W. H. SEWARD,
Secretary of State.

Boat expedition up Back River, Virginia, July 24, 1861.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron; also referring to the capture of a sloop by the U. S. S. Dawn.

U. S. S. MINNESOTA,
Hampton Roads, July 25, 1861.

SIR: I have the honor to report to the Department that yesterday, in compliance with request from Major-General Butler by Lieutenant Crosby, I furnished him with 5 launches, all manned and equipped (3 from the *Minnesota* and 2 from the *Roanoke*) which, with 4 boats from the fortress, also manned, started about noon on an expedition up Back

River. They returned at 2 a. m. this morning, making report that they had destroyed 10 vessels, schooners and sloops, by burning, and brought back with them a schooner heavily loaded with corn, provisions, and other articles.

They discovered no batteries or any body of rebels, seeing occasional scouts. They met with no accident.

This morning about 8 o'clock, I am happy to inform the Department, the U. S. S. *Dawn* arrived, having in tow a heavily loaded sloop, with some passengers on board, which she captured on her passage from Cherrystone, trying to get into York River. The *Dawn* fired a couple of muskets, which had no effect, then fired a shot from one of her guns, when a small boat put off from the sloop and reached the shore. This proved to be the captain, with a little boy, leaving passengers on board, eight men, whom I have brought to the *Minnesota*, and shall hold as prisoners of war until otherwise directed by the Department.

I enclose a full list of their names, residence, and place of destination, and believe they were bound for the rebel Army. I venture, very respectfully, to recall the attention of the Department to my communication No. 76, in reference to the English brig taken by the *St. Lawrence* and yet at this point.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

List of prisoners captured by the U. S. S. Dawn, July 24, 1861.

Names.	Where from.	Bound to.
B. R. Dashiell	Maryland	Richmond.
J. W. Pauling	Eastville, Va.	Yorktown.
George P. Jones	Princess Anne, Md	Richmond.
T. E. B. Collins	Fauquier County, Va	Do.
W. B. Duncan	Laurel, Del	Suffolk, Va.
Lemuel Yerby	Princess Anne, Md	Richmond.
Sidney S. Jones	do	Do.
John R. Birch	Eastville, Va.	Norfolk.

Report of Colonel Johnston, C. S. Army, commanding at Cockletown, Va.

HEADQUARTERS FORCES FROM COCKLETOWN,
Half-Way House, Va., July 25, 1861.

MAJOR: I have the honor to report that I returned to this point yesterday, after occupying Bethel for a few hours, the Messex picket having reported that the enemy had landed in force from nine barges in their vicinity. These barges were towed by two armed steam tugs underway at this point. I was informed that a detachment of the enemy's forces were occupying a position almost 2 miles from their boats. Judging them to be in large force, and thinking that perhaps the movement might be a combined one with a party from Newport News or Hampton, I established my headquarters at this point, and ordered Lieutenant-Colonel Cumming to join me here, and detached Lieutenant-Colonel Hood with two guns, a squadron of cavalry, and Colonel Rightor's battalion, and five companies of Colonel Cumming's regiment, under Captain Hardee, to look out [for] this party.

Colonel Hood returned this morning. He found that the enemy had burned a number of vessels and towed out others, one known to be the property of Mr. Booker, which was loaded with Mr. Booker's effects, and was to have dropped down the river last night. The enemy left before dark, and had succeeded in getting out of the river, except one steam tug, which got aground before dusk, and was detained until the high tide, but got out before he could fire on it.

I strengthened my picket at Messex Point and established one near New Market Bridge. This picket was not permitted to take its position. It was driven beyond its horses by a strong picket of the enemy, but returned at 12 o'clock and brought off its horses, which had not been discovered by the enemy.

Owing to the fatigue my soldiers had undergone, and the difficulties occasioned by the quartermaster's and commissary departments, I have remained in camp here during the day with my infantry and artillery, the cavalry being at Bartlett's to obtain forage. I expect to occupy Bethel, where I shall endeavor to secure the negroes in the lower part of the peninsula, and to carry out your instructions in relation to this position. When this is completed, unless otherwise directed, I expect to occupy Harrod's and Young's mills, from which points I can best, with safety, operate against marauding parties.

I am, major, very respectfully, your obedient servant,

RO. JOHNSTON,
Colonel of Cavalry.

Major G. B. COSBY,
Acting Assistant Adjutant-General, Hdqrs. Army of Yorktown.

Report of Commander Chandler, U. S. Navy, commanding U. S. S. Dawn, of the movements of that vessel from July 6 to 25, 1861, and the capture of the sloop Josephus.

U. S. S. DAWN,
Hampton Roads, Virginia, July 25, 1861.

SIR: I have the honor to report, while standing in for your anchorage, that nothing of very material importance has occurred until last night since my departure from Hampton Roads on the 6th, in obedience to your order of the 5th instant, to "resume (my) former station at the mouth of York River, using all diligence to prevent the ingress and egress of all vessels into and from the waters of Virginia."

On the 8th instant, whilst underway in York River, where we had been anchored since the 6th, about 6 miles from Yorktown, I received (by the *Penguin*, Commander Livingston) your order of the 8th, directing me to "be vigilant and not hesitate to seize all vessels about whose movements (I) have the least suspicions, and particularly those crafts called pungies," in allusion to information that had just reached you, and which you bring to my notice, that "J. Pruitt, of Mobjack Bay, owns a pungy, and with it supplies the secessionists with provisions;" which orders I have strictly and most faithfully obeyed, having moved the *Dawn* immediately to Mobjack Bay and given chase night and day to everything large or small of a suspected appearance, either in Mobjack or Chesapeake Bay; and kept a constant lookout, with the spy and opera glass, on all others too, at all hours; in one instance chasing a small sloop boat from Mobjack Bay at night, off the Wolf Trap Shoal, which afterwards escaped into one of the small inlets north of New Point Comfort; and on another, running over at night to

the eastern shore of the Chesapeake in chase of a fore-and-aft schooner, which we overhauled and boarded about 11 p. m. some 15 miles to the northward and eastward of New Point Comfort.

Previously, on the 13th, while at anchor in Mobjack Bay, observing a large smoke at Yorktown, and supposing a great battle might be going on, we steamed round York Spit and up York River, in order to be present; but when within 6 miles of the city we ascertained it was the burning of woods, only, in the vicinity.

The day afterwards (14th) we chased up Mobjack Bay a sloop boat that attempted to get out into the Chesapeake, and only abandoned the chase after running the steamer into 2 fathoms water (which is her draft aft), when the sloop boat returned up one of the small rivers that empty into Mobjack Bay.

Last night about midnight we captured, on the northwestern side of York Spit, the sloop that I have now in tow (supposed to be, as her name has been erased, the *Josephus*), from the eastern shore of Virginia, bound to West Point (on York River), loaded with corn and oats, and having about 1½ dozen chickens and about 5 or 6 bushels of clams. We found 10 male passengers on board, including 2 small boys, of whom I send herewith a list, with their places of residence.

After running the steamer into 2 fathoms water in chase of this sloop (as far as we could go on an ebb tide), and when within about one-quarter mile of her, we fired two musket shot at her, to which she seemed to pay no attention. Having the cutter all ready, with a crew armed with muskets, pistols, and swords, she was sent to board her, but with orders to keep out of our line of fire in approaching her. We then fired a round shot within a few feet ahead of her, taking the precaution to aim the gun myself, merely to frighten the crew of the sloop and bring her to, which had the desired effect, the skipper, with one hand, however (according to the subsequent report of the passengers), making his escape in his boat, but not until he had urged their resistance with firearms to the approach of our boat previous to our shot. He got off under the shadow of the land.

Our cutter took possession of and brought her alongside the steamer, when, putting a prize crew on board and running out into deeper water, we anchored with the sloop astern and the passengers on board of her, about half past 1, and at 4 this morning we got underway and steamed down here, where I shall have the honor of immediately reporting to you in person, and also of handing you this communication, with a memorandum of the quantity of coal, provisions, wood, and water now on board, together with the requisitions (from the different departments) of the steamer's wants.

List of passengers.

Names.	Residence.
George P. Jones, Sidney S. Jones, Lemuel Yerby, B. R. Dashiell	Princess Anne, Md.
John R. Birch, Jos. W. Pauling	Eastville, Va.
T. E. B. Collins	Warrenton, Va.
W. B. Duncan	Suffolk, Va.
James Robinson, boy (cook)	[New] Kent County, Va.
W. H. Brown, boy	Severn River, Va.

I have the honor to be, very respectfully, your obedient servant,

WILLIAM CHANDLER,
Commander, U. S. Navy.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

*Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting request from underwriters on bark Young Greek.**

U. S. S. MINNESOTA,
Hampton Roads, July 25, 1861.

SIR: I have the honor to enclose, for the decision of the Department in reference thereto, a copy of letter received by me yesterday, dated Baltimore, July 23, from Jas. Carey Coale, underwriters' agent, containing a receipt from Adams & Co.'s express for $250.

Have I permission from the Department to comply with the request of the donors of the above sum?

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

BALTIMORE, *July 23, 1861.*

DEAR SIR: I am instructed by the underwriters on the bark *Young Greek* and cargo to remit you the sum of $250 (receipt for which in gold from Adams & Co. please find herewith), with the request that you will do them the favor to distribute the same, according to your judgment, among the seamen (fifteen from the U. S. S. *Minnesota* and eight from the U. S. gunboat *Penguin*) who aided so efficiently in relieving the bark from the perilous situation while ashore recently on the Wolf Trap. It is intended as a small testimonial of the appreciation of their services.

They also beg to unite with Captain Taylor, of the bark, in returning their thanks to yourself, as well as to the commanders and officers of the U. S. gunboats *Penguin* and *Dawn*, to Captain Snow, sailing master of the U. S. S. *Minnesota*, and the master and officers of the steamer *Cambridge*.

Very respectfully, your obedient servant,

JAS. CAREY COALE,
Underwriters' Agent.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron, Old Point, Va.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the movements of the U. S. brig Preble.

U. S. S. MINNESOTA,
Hampton Roads, July 25, 1861.

SIR: I have the honor to inform the Department that I have just received a letter from Commander H. French, U. S. brig *Preble*, off Cape Henry, July 24, 1861, stating that he is on his way down, in compliance with his orders, to join the Gulf Squadron. He says:

I intended looking into Charleston and Savannah, but [as] the ship is so dull and the season advancing rapidly I shall hurry over the Bahamas as fast as possible.

* See Vol. 5, p. 790.

I have the honor to enclose resignation of Carpenter H. G. Thomas; also report of Surgeons Dillard, Jones, and Harlan pronouncing four men on board the *Roanoke* as unfit for duty. Shall I discharge them from the service?

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Albatross.

NAVY DEPARTMENT, *July 25, 1861.*

SIR: Agreeably to your recommendation, you can send the *Albatross*, with her prize, to Philadelphia for repairs.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Blockading Squadron, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Flag.

NAVY DEPARTMENT, *July 25, 1861.*

SIR: Your 79 and enclosures have been received.

You will send the steamer *Flag* to Philadelphia to be repaired when, in your judgment, her services can be dispensed with.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding Department's order.

U. S. S. MINNESOTA,
Hampton Roads, July 26, 1861.

SIR: I have the honor to acknowledge receipt of your order directing me to report in person at Washington, and shall obey it immediately.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding charters of the steamers Dawn and Mount Vernon.

U. S. S. MINNESOTA,
Hampton Roads, July 26, 1861.

SIR: I have the honor to inform the Department that the charter of the U. S. S. *Dawn* expires July 28, and the charter of the *Mount Vernon* expires on the 1st day of August, 1861, as near as I can learn from information received from their commanders.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of two captured vessels.

U. S. S. MINNESOTA,
Hampton Roads, July 26, 1861.

SIR: I have the honor to inform the Department of the receipt of your communication* of July 24, with reference to disposition of the English brig [*Herald*] captured by the *St. Lawrence*. I shall order her to Philadelphia for adjudication.

In reference to the English schooner *Tropic Wind*, that she is here in charge of Major-General Butler, never having been given over into my control.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Commander Livingston, U. S. Navy, commanding U. S. S. Penguin, regarding movements of Confederate steamers in James River, Virginia.

U. S. S. PENGUIN,
Newport News, July 26, 1861.

SIR: I feel it my duty to inform you that there is some excitement in camp here in relation to the constant movements of two steamers in James River yesterday and to-day.

Since I have been stationed here the smoke from a steamer has been observed twice each day passing on a line from the western shore to Yorktown. Last evening and to-day it has been constant from early daylight.

The pilot informs me that there are three batteries this side of their line, one of which must be passed close in with. I have been up the river as far as Smithtown [Smithfield?] Point.

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* See p 33.

I observe also a large three-masted vessel behind Craney Island. My officers insist that she is a large steamer and has had steam up. The activity of the enemy is apparent, and looks very much like an attack to be made from many points at the same time.

I am, sir, very respectfully, your obedient servant,

J. W. LIVINGSTON,
Commanding U. S. [S.] Penguin.

Flag-Officer S. H. STRINGHAM,
Commanding U. S. Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding movements of vessels.

U. S. FLAGSHIP ROANOKE,
Off Fortress Monroe, Va., July 27, 1861.

SIR: I have the honor to inform the Department that in obedience to the order of Flag-Officer Stringham I leave to-day for Charleston Bar, South Carolina, to relieve the *Wabash.* I would also inform the Department that the sloop of war *Dale* arrived here last evening.

I have the honor to be, sir, very respectfully, your obedient servant,

G. J. PENDERGRAST,
Flag-Officer, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Goldsborough, U. S. Navy, commanding U. S. S. Union, of the burning of the captured American brig B. T. Martin, July 28, 1861.

U. S. S. UNION,
Hampton Roads, August 4, 1861.

Flag-Officer SILAS H. STRINGHAM: I have to report that on the morning of the 28th ultimo I fell in with the frigate *Savannah,* Captain Hull, who informed me that four days previous, viz, on the 24th, an American brig, in possession of the rebels, had been run on shore a few miles to the northward of Cape Hatteras. I immediately proceeded to the place and discovered that the brig was well upon the shore, and also that a large number of men were employed in stripping her of sails and rigging, unloading and landing her cargo, and all these articles were piled up on the beach. After shelling the place and driving the men into the woods I manned and armed my boats and sent them on shore in charge of Lieutenant Watmough and Midshipman Stewart, with orders to fire the vessel, burn and destroy the property, which was effectively done with good judgment and much spirit. She proved to be the brig *B. T. Martin,* of Boston, and, from the information that I can collect from her log book, C. A. French was master, and also that she was from Philadelphia, bound to Cardenas. Her cargo consisted of one new cylinder boiler, a large iron refinery, cast-iron framing, and three large iron tanks, stoves, and about 40 barrels of potatoes.

I am, very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Commander.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, for the release of the British brig Herald.

NAVY DEPARTMENT, *July 29, 1861.*

SIR: In pursuance of a suggestion of the honorable Secretary of State, made upon statements that have been submitted to him, the Department directs that you will release the British brig *Herald*, seized by the *St. Lawrence*, which vessel was referred to in your No. 76* and the Department's reply of the 24th instant.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of his return to his squadron.

U. S. S. MINNESOTA,
Hampton Roads, July 30, 1861.

SIR: I have the honor to inform the Department that I have returned to my station on board the *Minnesota*.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of the commanding officer of U. S. S. Daylight, regarding disabled condition of that vessel, and referring to prize brig Falmouth.

U. S. S. MINNESOTA,
Hampton Roads, July 30, 1861.

SIR: I have the honor to enclose to the Department the report of Commander Samuel Lockwood, of the U. S. S. *Daylight*, just returned to this place broken down. I have sent to New York for articles of machinery she requires, and hope in a few days to have her employed again.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. PROPELLER DAYLIGHT,
Hampton Roads, July 28, 1861.

SIR: I have the honor to report my return to this port to-day, with the U. S. propeller *Daylight* under my command, for the reasons set forth in the accompanying papers.

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* See p. 19.

It was with great reluctance that I was induced on the 24th instant to abandon the blockade of Cape Fear River, but the injury to our machinery was of such a serious nature as to render the step imperatively necessary for me to assume the responsibility, particularly as we could not repair it; and the longer we remained working the vessel on the high-pressure principle with decreased power not sufficient to propel her against a sea in a gale of wind, the greater were the chances in a short time of our not being able to reach any port.

About an hour previous to the breaking of the eccentric strap we got underway (as was our wont) to make an offing, to meet any contingency in consequence of an increasing southwest wind, and had proceeded about 3 miles when the accident occurred. Fortunately we found the bottom soft, which enabled us to ride out a gale accompanied with heavy squalls from the southwest, which tried our cable very severely, and had we parted must have inevitably gone on shore, for our engine was useless and the engineers were busy all night and most of the following day making it, with the old pipe we happened to have on hand, into a noncondensing engine, to enable us to reach some friendly port for repairs, and I have found on the passage hither the report of the engineers of her decreased speed nearly correct.

The vessel in a seaway when in repair averaged less than 6 knots per hour, and now, with the aid of the sails, we get about 3½. She might answer for smooth water in rivers or bays, but for sea I consider her, not only for her want of speed, but also on account of her rolling so deep as to prevent the use of her guns, as totally unfit for the service.

It is a melancholy and significant commentary on secession that during a passage of nearly four days along the Southern coast the only vessel seen and spoken was the brig *Falmouth*, of New York, forty-two days from the coast of Africa, under the charge of Lieutenant Young, U. S. Navy, a prize to the U. S. S. *Sumpter*.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,
Commander.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blackading Squadron, Hampton Roads, Virginia.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding movements of vessels.

U. S. S. MINNESOTA,
Hampton Roads, July 30, 1861.

SIR: I have the honor to inform the Department that the U. S. S. *Seminole* has sailed for Charleston.

I have ordered the *Penguin* to take her station to blockade off Cape Fear, North Carolina, recently occupied by the *Daylight*.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding designs and movements of Confederates about Norfolk, Va.

NAVY DEPARTMENT, *July 30, 1861.*

SIR: I herewith enclose copy of a communication which has been referred by the Secretary of State to the Department, dated the 25th instant, without signature, purporting to give important information concerning the designs and movements of the rebels, especially in the vicinity of Norfolk.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.]

NEW YORK, *July 25, 1861.*

DEAR SIR: I write you to communicate to you highly important information which I have just obtained from a source which I know to be true and reliable, and which I feel it my duty to send to you without delay.

In the course of a negotiation with a gentleman lately residing in Baltimore, which resulted in his purchasing my house in this city, I have learned from him some facts as to the doings of the rebels in Norfolk, etc., with a bearing on an attack on Fortress Monroe.

He tells me that one of the ships lately raised at Gosport has been plated with iron on her sides, 6 inches in thickness, and on her deck railroad iron is laid, so as to make her invulnerable to shot and shell; that her fore-and-aft parts are made into water tanks, which will be filled with water, and she will be armed with long-ranged and rifled cannon of large caliber; that one such vessel is nearly ready and they are arming another, and when ready an attack will be made on Fortress Monroe from batteries in its vicinity, and at same time the ironclad vessel will attack the United States ships and vessels lying near, which he says must be all destroyed; that the guns in position near the fortress will be such as will command it, and that the United States troops in it will all be destroyed or must surrender; that this is part only of a plan to take the city of Washington, the rest is to place cannon on the points of the Potomac (Virginia side) which, after Fortress Monroe is taken, will isolate Washington and cut it off from its supplies and an evacuation of the city compelled.

The reason why I place such confidence in the statement made to me is that my informant told me three weeks ago almost every move which the rebels have made since then, and on Saturday last he told me what would be the result and the mode of defense if our troops made an attack on the Confederates at or near Manassas Junction. You may depend upon it the information I send you is very important, and, more than that, it is true.

I send this through my friend, William B. Taylor, esq., postmaster, who knows me well, and through whom you may communicate with me. If I signed my name and it should become known I should be cut off all future sources of similar information.

Hon. WILLIAM H. SEWARD.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding drilling of recruits.

NAVY DEPARTMENT, *July 31, 1861.*

SIR: It is important that the officers who have been selected from the merchant service and received temporary appointments in the Navy should be thoroughly drilled at the great guns and in the use of small arms.

No occasion should be lost to instruct and familiarize them in these exercises, and you will therefore be pleased to give directions on this subject to the commanding officers of the vessels of your squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, to proceed to duty in the Atlantic Blockading Squadron.

NAVY DEPARTMENT, *July 31, 1861.*

SIR: The orders of the 12th of June, 1861, assigning the *Susquehanna* to the Gulf Blockading Squadron, are revoked, and you will proceed with her as soon as her repairs are completed to Hampton Roads and report to Flag-Officer Stringham as a part of the Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain JOHN S. CHAUNCEY,
Commanding U. S. S. Susquehanna, Philadelphia.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding chartered steamers Dawn and Mount Vernon.

NAVY DEPARTMENT, *July 31, 1861.*

SIR: According to the terms of the charter party for the steamer *Dawn* and also the *Mount Vernon*, the Department has the election of retaining them beyond the three months for which they were chartered.

It has decided to avail itself of this provision, and will retain them so long as they are in condition for service, or until your squadron is sufficiently increased to dispense with them.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding chartered steamer Monticello.

NAVY DEPARTMENT, *July 31, 1861.*

SIR: The Department has rechartered the steamer *Monticello* for three months. She is to be put in an efficient condition by the owners before returning to her station.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, requesting four additional steamers for the suppression of communication across Chesapeake Bay.

U. S. S. MINNESOTA,
Hampton Roads, August 1, 1861.

SIR: As communication between the eastern shore of Virginia and the western is carried on despite the presence of blockading vessels at the mouths of the principal rivers, the *Mount Vernon* at Rappahannock and *Dawn* at York River, I would respectfully suggest that the Department furnish me four fleet steamers like the *Yankee*, whose duty should be to cruise up and down the Chesapeake Bay on the eastern and western shores. This I think would effectually prevent communication.

I have the honor to acknowledge receipt of letter from the Department July 30, containing copy of anonymous communication to Hon. William H. Seward, New York, July 25; also letter of July 29, directing release of the British brig *Herald*, seized by the *St. Lawrence*. This vessel having sailed for Philadelphia, I forward a copy of your letter to Captain Du Pont, who will carry it into effect.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting correspondence regarding transfer of Confederate vessels to British subjects.

NAVY DEPARTMENT, *August 1, 1861.*

SIR: I herewith enclose copy of a dispatch received by the Secretary of State from the U. S. minister at London, and also a copy of a communication addressed to the minister by the U. S. consul at Liverpool, which accompanied it, in relation to the American ship *Gondar* and other American vessels believed to have been fraudulently transferred to British subjects and designed to cover contraband goods.

The Secretary of State, in communicating these papers to this Department, recommends that orders be given for the capture of any of the

vessels named, with a view to test judicially the question of ownership. You will accordingly keep a vigilant watch for them and capture them if fallen in with.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.]

LEGATION OF THE UNITED STATES,
London, July 9, 1861.

SIR: I have received from Mr. Wilding, the vice-consul at Liverpool, a letter, a copy of which I forward at once to the Department. Since its date I have received a telegram announcing that the *Gondar* has sailed for Nassau, [New Providence], laden with salt.

Although there can be no doubt that the transfer of these vessels to nominal English subjects is fraudulent, I presume that the only way to raise the question would be by capture. If the Government of Great Britain should claim a restoration of them, the proof that they are bona fide English property might be required in our courts. It is not by any means impossible that they may be used to cover contraband goods.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State, Washington, D. C.

[Subenclosure.]

U. S. CONSULATE,
Liverpool, July 8, 1861.

SIR: The ship *Gondar* (avowedly an English ship, belonging to Liverpool), is now loading here for Nassau, New Providence, and, as I believe that her cargo is intended for Charleston, I beg to acquaint you with my suspicions as to her real ownership.

She was formerly an American ship, registered at Charleston in the names of A. Michaels, one-sixth (sometimes captain), and George A. Trenholm, five-sixths, of Charleston, Mr. Trenholm being chief partner of the house of John Fraser & Co. In February last her American certificate of registry was delivered up at this office to be canceled, and the vessel was reported to be sold, and registered as an English vessel. Since that time Messrs. Fraser, Trenholm & Co., of Liverpool, a branch of John Fraser, & Co., of Charleston, have continued to use and manage the vessel as they did before, and she is registered at the custom-house in the names of John R. Armstrong and Henry Gerard, two of their clerks, as joint owners, who are English subjects. The only partner here is C. K. Prioleau, an American, a native of Charleston.

The following vessels belonging to the same house were sold and registered as English, and are no doubt owned in the same way: The *Eliza Bonsall*, *Alliance*, *Emily St. Pierre*, and *John Fraser*.

I have no doubt whatever that John Fraser & Co., of Charleston, are the real owners of all these vessels, and are wrongfully using the British flag.

Very respectfully, I am, sir, your obedient servant,

H. WILDING,
Vice-Consul.

His Excellency CHAS. F. ADAMS, Etc.

U. S. CONSULATE, LIVERPOOL,
Tower Building, South Water St., July 8, 1861.

SIR: I may add to my letter of this date respecting ship *Gondar* that Mr. Prioleau is, and I believe John Fraser & Co. are, secessionists. I did not put that in the letter, as I supposed that in the event of your concluding to bring the matter under the notice of the British Government you would use my letter, or a copy.

Very respectfully, your obedient servant,

H. WILDING,
Vice-Consul.

His Excellency C. F. ADAMS, Etc.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding cruise of the U. S. S. Roanoke from Hampton Roads to Charleston, S. C.

U. S. FLAGSHIP ROANOKE,
Off Charleston, S. C., August 1 [2], 1861.

SIR: I have the honor to make the following report of the passage of this ship from Hampton Roads to Charleston, S. C.:

We left Hampton Roads on the afternoon of July 27 at 1 p. m.

[*July*] *28.*—At 9 a. m. exchanged numbers with the U. S. sloop of war *Savannah* and spoke her, which vessel fired a salute of thirteen guns. At 10 a. m. made Bodie's Island light-house. At 11:30 sighted the U. S. S. *Union* at the mouth of Loggerhead Inlet, firing at a brig, which was ashore; spoke the *Union*, and learned the following particulars: The brig belonged to Boston, Mass.; contained a valuable cargo, and was a prize to the rebels. Her name was not learned. The *Union* burned her.

[*July*] *30.*—Sighted a steamer inshore of us off Cape Lookout, supposed to be the *Union*.

August 1.—At 1:30 sighted the *Vandalia* off Cape Romain. At 2:30 made our number.

August 2.—11:30 a. m. came to anchor off Charleston, having had head winds all the way from Hampton Roads, but at times moderate, and the engines working very badly, having to stop frequently, requiring six days to make the passage.

Very respectfully, sir, your obedient servant,

G. J. PENDERGRAST,
Flag-Officer, Commanding West India Squadron.

SILAS H. STRINGHAM,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, regarding the blockade of Savannah, Ga.

U. S. SLOOP OF WAR JAMESTOWN,
Off Savannah [Ga.], August 2, 1861.

SIR: My letter of July 19, sent by the *Roanoke*, informed you of the arrival of this ship at the point indicated by your instructions of the 18th June. Nothing of interest occurred up to the 21st instant, on which day a sail was discovered to the southward and westward, and the *Flag* sent in pursuit. It proved to be H. M. steam sloop *Racer*, Captain Lyons, of 10 guns (two of them of the Armstrong pattern), from Havana, bound along the coast to Cape Fear. She hove to when

under our stern, and the commander came on board. He is a man of about 32 or 33 years of age, and of good manners. I gathered from his conversation that it was the intention to keep four vessels cruising along the blockaded coast to look after English interests, and that a number of gunboats were to be sent to the Great Lakes. He politely offered to take any communications we might wish to send North, but did not seem to be aware that Hampton Roads was north of Cape Fear. I took the liberty of enclosing a few private letters to your address, which I sent on board the *Racer*, supposing she was bound to Hampton Roads. She will touch at Charleston and communicate with Captain Mercer. The midshipman who came in the boat with Captain Lyons said there was a report in Havana that a Southern privateer had captured and sunk a number of American vessels near that place. Captain Lyons informed me that he saw several vessels of war at Key West, but I think that he did not anchor there. He ran close in along the coast at St. Augustine, but saw no vessels.

The weather has been very favorable for keeping the blockade. It is believed that no vessels have entered or departed since the arrival of this ship. The *Flag* has been very active, and I think it would not be possible to maintain a strict blockade without steam.

The officers and men are in excellent health. The *St. Lawrence* has just arrived. In obedience to your order received by her, I shall proceed immediately off Fernandina and blockade that port.

I have the honor to be, your obedient servant,

CHARLES GREEN,
Commander.

Flag-Officer SILAS H. STRINGHAM,
Commanding Atlantic Squadron, Hampton Roads, Virginia.

P. S.—We have on board at this date fifty days' wood and water.

Report of Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, of arrival at Philadelphia navy yard with prize schooners Enchantress and Elizabeth Ann.

U. S. S. ALBATROSS,
Navy Yard, Philadelphia, August 2, 1861.

SIR: I have the honor to report my arrival at this port for repairs, having in charge the recaptured schooner *Enchantress*, of Newburyport, and the schooner *Elizabeth Ann*, of Accomac, Va., which I captured on my passage here off the coast of Virginia.

I am, respectfully, your obedient servant,

GEO. A. PRENTISS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding certain vessels of his command.

U. S. S. MINNESOTA,
Hampton Roads, August 2, 1861.

SIR: I have the honor to acknowledge receipt of letters from the Department of date July 31, apprising me of the retention in service of

the steamers *Dawn* and *Mount Vernon*. I can only use them where they are now stationed, as I do not consider them fit for outside cruising.

The *Monticello*, when put in an efficient condition, I shall be glad to have, and as soon as possible.

I have the honor further to state that the accounts of the U. S. S. *Yankee*, as received from Paymaster Watmough, Philadelphia navy yard, were forwarded to the Department under date of July 12, in compliance with the instructions of the Department of the 9th.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES.

Order of the Secretary of the Navy to Commander Stellwagen, U. S. Navy, to proceed to the duty of obstructing certain Southern ports by sinking vessels loaded with stone.

Confidential.] NAVY DEPARTMENT, *August 3, 1861.*

SIR: You have been selected for the very important duty of closing certain Southern ports by sinking vessels loaded with stone. Having conferred with the board who have had this matter under investigation, you will proceed to Baltimore and deliver the accompanying letter to F. S. Corkran, naval officer of the port of Baltimore, who will make such purchases and charters as you may require. You will also visit Commodore Stringham at Hampton Roads, who will be directed to assist you in your work. Communicate with the Department in person before sailing, and give all practicable dispatch to this duty. Lieutenant R. B. Lowry has been directed to report to you, and you have authority to hire pilots, if required.

Very respectfully, etc.,

GIDEON WELLES.

Commander H. S. STELLWAGEN,
U. S. Navy, Washington, D. C.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the obstruction of certain Southern ports by sinking vessels loaded with stone.

Confidential.] NAVY DEPARTMENT, *August 3, 1861.*

SIR: Commander H. S. Stellwagen has been detailed to procure the necessary vessels for the stoppage of the ports of North Carolina. He has been directed to proceed to Hampton Roads and communicate with you before sailing, and you are hereby directed to afford this expedition all possible aid.

The *Louisiana*, at Philadelphia, of 8 feet draft, a purchased gunboat, has been directed to report to you and might be one of the vessels detailed to accompany the expedition.

This work is considered of the utmost importance, and has been proposed under the suggeston of a very skillful board, and it is confidently believed that you will take care that its final success shall be assured by the presence of your flag or that of Flag-Officer Pendergrast.

The Coast Survey steamer *Vixen* has been ordered to Hampton Roads, and Lieutenant Lowry, who is joined with Commander Stellwagen, has verbal orders to go on board and make reconnoissance down the coast.

The following is given for your information:

Lieutenant Nicholson, executive officer of the *Pocahontas*, reported at the Department this morning that two fugitive negroes had been taken yesterday from a boat in a sinking condition by that vessel.

They represented themselves to be of a quota furnished by a Mr. Lewis, a wealthy farmer in Virginia, in obedience to an order from the governor of that State, to a draft of 500 slaves about being sent from Fredericksburg, in the steamer *St. Nicholas*, for the purpose of throwing up fortifications on Mosquito Point, a little within the mouth of the Rappahannock River, on the left bank.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, to proceed to duty in the Atlantic Blockading Squadron.

NAVY DEPARTMENT, *August 3, 1861.*

SIR: As soon as the U. S. S. *Louisiana*, under your command, is in all respects ready, you will proceed with her to Hampton Roads, Virginia, and report to Flag-Officer Stringham as a part of the Atlantic Blockading Squadron.

Transmit to the Department before sailing a muster roll of the crew of the *Louisiana* and a separate list of her officers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant ALEXANDER MURRAY,
Commanding U. S. S. Louisiana.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Iroquois and the Schooner Enchantress.

U. S. S. MINNESOTA,
Hampton Roads, August 3, 1861.

SIR: I have the honor to inform the Department that the *Iroquois* has arrived, and as soon as she fills up with coal will proceed to sea, taking the place of the *Union* off Savannah.

The *Enchantress* sailed for Philadelphia three days ago.

I have forwarded to Captain Du Pont a copy of your letter of August 2, ordering her to Boston. I have sent by the steamer *Peabody* a box addressed to you, containing the lock of the infernal machine lately picked up on the Horseshoe.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding movements of vessels.

U. S. FLAGSHIP ROANOKE,
Off Charleston, S. C., August 3, 1861.

SIR: I have the honor to inform you that the U. S. steam frigate *Wabash* sailed from here last evening for Hampton Roads.

Also that the U. S. S. *Seminole*, Commander Thomson, arrived here this morning, and, I am sorry to say, ran afoul of the *Wabash* and carried away her bowsprit.

While debating whether to send her to Savannah or first have her repaired, the U. S. S. *Flag*, Lieutenant Commanding Sartori, arrived with the prisoners of the captured privateer* on board, and will immediately sail for Philadelphia.

I shall retain the *Seminole* here and the *Vandalia* at her station off Bull's Bay.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,
Flag-Officer, Commanding West India Squadron.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting copy of sailing letter issued to the brig Ben Dunning, at Cienfuegos, Cuba.

U. S. S. MINNESOTA,
Hampton Roads, August 5, 1861.

SIR: I have the honor to acknowledge receipt of your confidential letter dated August 3, 1861, and shall do my best to comply with the desires of the Department.

I have the honor to enclose copy of report† of U. S. S. *Union;* also copy of sea letter of Chas. D. Fowler, U. S. consular agent [at] Cienfuegos, Cuba, for brig *Ben Dunning.*

The *Union* came yesterday for coal and will return to her station immediately.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

To all to whom these presents shall come or may concern, greeting:

Know ye, that whereas the brig [*Ben*] *Dunning*, of Portland, sailed from the port of Cienfuegos on the 3d day of July, 1861, with her ship papers; and whereas the brig *Ben Dunning* was captured‡ on said day by the pirate steamer *Sumter* and brought into this port, robbed of her papers and flag by an officer of said pirate steamer *Sumter:* Now, therefore, in consideration of the foregoing premises, this sailing letter is granted to said brig *Ben Dunning* to proceed hence to the port of

* The C. S. privateer *Petrel.* See Vol. I, p. 51. † See p. 41. ‡ See Vol. 1.

New York, and there procure a register in accordance with the laws of the United States of America. This sailing letter to be used for the purpose above described only, and to be delivered to the collector of customs of the said port of New York.

Given under my signature and seal of office at Cienfuegos this 18th day of July, A. D. 1861.

CHAS. D. FOWLER,
U. S. Consular Agent.

Letter from the Secretary of the Navy to the President of the United States regarding the policy of the Government relative to the interdiction of commerce with the insurgent States.

NAVY DEPARTMENT, *August 5, 1861.*

SIR: I am embarrassed as to the instructions I am to give our naval officers in relation to the interdiction of commerce with the ports in the insurgent States. If the interdiction is to be by blockade, then the rules and principles of international law must govern; the Confederate States must be considered and treated as a distinct nationality, their collectors, revenue officers, clearances, registers, etc., are to be recognized as legitimate; but if the interdiction is to be by the closing of the ports, which is a legal municipal enactment of our own Government, asserting and carrying into effect its own authority within our own jurisdiction, then the collectors of the Confederate States are to be considered as nullities, their registers and clearances of no account, and those who disregard our authority and laws do so at their peril. In either case, whether by blockade or by closing the ports, an armed force must be maintained along our whole coast and before the principal ports; but the instructions to our principal naval officers must be made to conform to our position and the facts. Our opponents are to be recognized and treated in the one case as a distinct community, having distinct rights, authority, and officers as an independent nation, or they are to be considered as a part of our own country and countrymen who are usurping authority and violating the laws and Constitution. It is obvious that we take this view of the insurgents in the whole character of our policy, both legislative and executive, in regard to them. Why, then, should we make an exception in the matter of blockades? If the insurgents have a right to demand that we shall close the ports only by blockade, which must of necessity be in pursuance of international law, then undoubtedly they, as against us, have the rights of a belligerent government. If neutral powers have a right to demand that we close the ports south of the Chesapeake only by such a blockade, then manifestly they have an equal right to claim entrance into those ports under the authority of the Confederate States. To admit this is to admit disunion and revoke our whole policy.

There is difference among legal gentlemen as to the validity of a blockade of our own ports, which if ultimately decided against the United States will involve the Government in immense amounts for the seizure and detention of vessels, breaking up voyages, etc., whereas under the law closing the ports this whole difficulty is avoided. Every capture that is made under blockade will be resisted in the courts and made a claim on the Government; it will constitute an additional bond of sympathy between the insurgents and other nations, creating a common union between them and common enmity toward us; for the very principles of blockade are war against the commerce of the world

which attempts to traffic with the region blockaded. But if the ports are closed by a local municipal act, those who would violate it know and submit to the penalty, like any class of smugglers. Should we close our ports, as the law anticipates, the navy which we have and for which we are providing will be sufficient to guard our coast and enforce the laws, but should we omit to close our ports and attempt to interdict commerce by blockade, I apprehend our entire force is insufficient for the purpose. Our right as a nation to close our own ports will not, I take it for granted, be or be permitted to be questioned. They are within our own jurisdiction and control, and the right can not be surrendered to foreign dictation without a surrender of our nationality. I am aware that Lord John Russell has recently asserted a contrary opinion, evidently intended as an admonition to us, in which he undertakes to maintain that the power and authority of a Government over its own ports is less in a period of insurrection or civil commotion than in peaceful times. In other words, Great Britain declares that when a country needs to exercise its authority most, it shall be dispossessed of that authority by foreign interference; that when the integrity of a country is threatened by insurgents, foreign governments will interpose and assert dismemberment to be a foregone conclusion; that national law is imperative when its enforcement is essential to national existence; that we must rely on the law of nations, as expounded by British admirals, instead of our own laws and our own officers, for governing our own country and regulating its domestic affairs.

I do not admit the morality nor the legality of the theory of the British minister, nor do I believe the British Government would tolerate such dictation or interference with her domestic affairs by others. Were there no fear of Great Britain, no threat or apprehension from foreign powers, should we hesitate for one moment on this question of closing our own ports? If not, shall we in our misfortune submit to the arrogance and dictation of foreign governments in relation to our domestic affairs? To effectually blockade our extensive coast so that there shall be no ingress or egress by the insurgents or by foreigners, is next to an impossibility. We may, after proclaiming our ports closed, so guard them as to cut off pretty effectually their commerce, and foreign nations, notwithstanding the assumptions of Lord John Russell, will be indisposed to transgress our domestic municipal law, made in vindication of our nationality. Should they violate that law, it will be at their peril; they will be the transgressors, and that under circumstances they can not justify, and on them will be the responsibility. In closing the ports our line of policy is clear, distinct, honorable, and legally and morally impregnable. If British subjects disregard our laws, they must abide the consequences; if the British Government attempts to uphold the transgressors and make their cause her own, she will stand before the world in an attitude she can not defend. Will not the attempt to blockade our own ports by our own Government, and the application of international law to a local municipal question, prove a weak and untenable position before the judicial tribunals? Should our courts ultimately decide, and I fear they will, that prizes under blockade are not legal, the Treasury will be exhausted under the demand that will be made upon it. This will be but one of the evils. We shall by blockade invite a common union on the part of the whole world, certainly the whole commercial world, with the insurgents, and of common enmity toward ourselves. Irritating disputes and controversies will follow every capture; effectiveness of blockade will be disputed by foreign officers when they find it convenient or necessary; its

violations and restrictions will be prolific of diplomatic conflicts, ending finally in war.

Great Britain wants our cotton, and under a blockade can concentrate her navy at a given point on the coast or in the Gulf to obtain it. Our Navy must be extended along our whole coast of nearly 3,000 miles, with necessarily but few ships at any given point. She will by her admirals declare the blockade broken or ineffective whenever it is the pleasure of these commanders to say so, or, in plain words, whenever cotton is wanted and there is a port where it is accumulated. She will have a force sufficient, and the aid of the insurgents to enforce the edicts of her admirals in their expositions of the effectiveness of the blockade when it is for her interest. But, if our ports are closed, these disputes and strifes will be closed with them. Great Britain may make war to get cotton; may deny our nationality or our right to make uniform and necessary laws and enforce them in our own territory, but she will hesitate long before she makes this aggression, provided we respect ourselves and maintain our own rights. I hope we shall not, by a spirit of compromise and evasion, such as has brought the present disasters upon the country, yield up national honor, national integrity, and national independence under foreign dictation, but close our ports pursuant to the act of Congress. The recent enactment was prompted, I have no doubt, by the considerations here presented, and makes clear our pathway. At the commencement of our difficulties there were embarrassments as to our procedure from the absence of statutory regulations as to the course which should be pursued to meet and quell the great conspiracy that had been matured against the Government.

On the impulse of the occasion, proceedings in the nature of a blockade were instituted. But the obscurity and doubt which then existed no longer remain. Congress, as soon as convened, furnished a remedy in the law authorizing the President to close the ports where duties can not be collected nor the revenue officers sustained. The representatives of the people promptly met the exigency, and by legal enactment have clearly, distinctly, and emphatically marked out a plain and direct course of procedure. It is one strictly national and rightful, attended with no doubts or difficulties except from foreign interference, which should not be permitted to control our internal domestic affairs for a moment. Until the assembling of Congress we did the best that circumstances and the then existing laws would allow, and in interdicting commerce with the insurgents, we, as a matter of comity but not of right, gave foreigners fifteen days to leave the ports, and warned off such as approached the harbors in revolt by armed sentinels peforming coast guard, or, as we have unfortunately termed it, blockade duty. We have no revenue officers at the insurgent ports, but there is a class of persons there, acting under the pretended authority of what they call the Confederate States, who assume to perform revenue functions. Shall we recognize them or shall we not? Are their acts legal or are they destitute of all legality? The doctrine of blockade presupposes and admits a distinct nationality to the party blockaded; and if so, the officers and their acts are legal. Whenever a vessel runs the blockade, her clearance from authorities blockaded is legal, for the reason that they are a different nationality or they could not be blockaded; but a vessel with clearances from usurpers in a port closed by national authority is to be seized anywhere for violating revenue laws, and is subject to fine or confiscation.

Am I to instruct our naval commanders to seize vessels having what is called Confederate clearances whenever they meet them, or am I to

tell them not to molest such vessels with such clearances if there is not an effective blockade? Are they to understand that the Confederate States are a distinct community whom we are blockading, and that, consequently, they are to be treated as a belligerent, having distinct belligerent rights, whose clearances are to be respected? If we blockade these ports, do we not, by that act, admit the nationality of the Confederate States and a division of the Union? But if we close the ports and guard them, do we not, by those acts, assert our nationality and maintain the integrity of the country? It appears to me the distinction is broad and marked, and Congress, by the law recently passed, has indicated the only course we can pursue. The subject is divested of all the embarrassments which attended it in our early proceedings and before Congress convened. We had not then the authority conferred by the late enactment. When you invited me, on Saturday, to place my views more fully on paper, I did not intend to have extended my remarks to this length, but the question is one of great magnitude, and fraught, as I verily believe, with important consequences to our country now and in the future. Perhaps I attach too much importance to it from the fact that it has occupied much of my time and attention. To me it appears that the course pursued on this subject will have an overwhelming influence in the disposal of the controversy that now convulses the country. On the policy which the Administration shall adopt, this Department must be governed. If it is directed that the policy shall be by blockade, the instructions to our commanders must be very different than if the policy is to be by closing the ports. The former is international; the latter is municipal. In closing the ports our national integrity and independence are asserted and maintained, and foreign interference and dictation rejected; while by blockade our position is, to say the least, very materially and very differently affected, and the insurgents will be elevated to the dignity of nationality.

I have the honor to be, sir, very respectfully, your obedient servant,

GIDEON WELLES.

The PRESIDENT OF THE UNITED STATES.

Destruction of the bark Alvarado, off Fernandina, Fla., by the U. S. ship Jamestown, August 5, 1861.

Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown.

U. S. SLOOP OF WAR JAMESTOWN,
Off Fernandina, August 6, 1861.

SIR: I have to report the destruction by fire of the American bark *Alvarado* by the boats of this ship on the afternoon of the 5th instant.

The bark was chased ashore by this ship and abandoned by her crew near the entrance of the St. Mary's River.

The boats were sent under command of Lieutenants Flusser and Phythian, with the marine officer, Mr. Houston, Assistant Surgeon Cleborne, Midshipman Tyson, Acting Master Chisholm, and Boatswain Long.

The orders were to get her afloat, if possible; if not, to burn her. The latter alternative was forced upon them, as, while advancing toward the bark, a number of pieces of artillery (three or four) opened

a cross fire upon them, against which they steadily advanced, opposed also by wind and tide, for about half a mile, when the bark was reached and the United States ensign hoisted, without the loss of a man, although the enemy's guns were within less than a mile, and two of them supposed to be rifled.

The vessel proved to be the bark *Alvarado*, of Boston, G. C. Whiting, master, bound from Cape Town to Boston, with a cargo of sheepskins, goatskins, and buckskins, hides, and about 70 tons of iron; also wool.

She was a prize to the privateer *Jefferson Davis*, captured on the 20th of July, in latitude 25° 04′ N., longitude 50° W.

Nothing was saved except the captain's instruments and some letters, papers, journals, etc.

I will send a more detailed account on the first opportunity.

The want of a pilot was very sensibly felt.

I have the honor to be, respectfully, your obedient servant,

CHARLES GREEN,
Commander.

Flag-Officer SILAS H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Cargo of bark Alvarado.

454 bales of wool.	20 bales of buckskins.
58 bales of goatskins.	231 hides.
290 bales of sheepskins.	70 tons of iron.

The above list was copied from her log book.

CHARLES GREEN,
Commander.

Additional report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown.

U. S. SLOOP OF WAR JAMESTOWN,
Off Fernandina, August 7, 1861.

SIR: In compliance with your order of the 13th ultimo, I left the blockade of Savannah on the 3d and on Monday morning, the 5th, we were off this place. As we were running in for the light a strange sail was discovered inshore of us, standing along the land with a fair wind toward the entrance of the port. This ship was closehauled on the port tack, with all plain sail set, the wind light. As the vessels converged, the stranger being close to the entrance of the channel and this ship about 4 miles to the eastward, and a very little to leeward, he suddenly ran his vessel upon the southeast side of the shoal making out from the light-house point, lowered his boat, which was already hanging over the side, and abandoned her with all hands. Immediately after she struck, people began to collect near by on the beach, to the number of perhaps 200, and soon after we saw them dragging down several pieces of artillery. At this time it became necessary for this ship to tack in order to get to the southward of the shoal. After getting to windward it was very doubtful if we could get the stranded vessel within range of our guns, as the soundings are not laid down inside of 7 fathoms, and having no pilot on board I did not feel justified in running the ship much inside of that depth, knowing that the water in some places in this vicinity shoals very suddenly. It was finally determined to take a position as near as the safety of the ship would

admit, come to anchor, and send the boats to get her off or destroy her. Had time allowed I could have sent a boat to take soundings, but the tide was flood, the weather squally, with showers of rain, and the chances were that if she were allowed to remain in her present position for the night she would be lightened of part of her cargo and floated around into the harbor by the people on shore, she being only about five-eighths of a mile from thence, and nearly 3 miles from this ship. We accordingly came to anchor and the boats were got out and placed under the command of Second Lieutenant Flusser in the launch, armed with the light 12-pounder howitzer. The other officers in the launch were Lieutenant Houston, of marines, Assistant Surgeon Cleborne, and Boatswain Long. The crew consisted of 17 men, armed with Sharps rifles, muskets, and revolvers; also 8 marines. The third lieutenant, Mr. Phythian, went in charge of the first cutter, with Acting Master Chisholm, 16 men, and 5 marines, armed in the same manner. The fourth cutter was placed in charge of Midshipman Tyson, with a crew of 12 men, armed with muskets and revolvers. The party was furnished with means for setting her on fire. Mr. Flusser's orders were to go in and reconnoiter the vessel, and if abandoned, or if but a small force was on board, to board her and if possible get her off, but otherwise to burn her, and not to run the risk of being overpowered by enemies from shore. The boats left the ship about 3 p. m.; the tide was strong flood (and the bark had already begun to move in her bed) and swept him up to the northward. When within half a mile of the wreck, the artillery, which had been placed so as to direct a cross fire, opened upon them, against which they steadily advanced for half an hour or more, opposed also by wind and tide, when they leaped aboard the prize and ran up the American ensign. At this time the firing ceased from the shore, the ammunition having apparently given out, and was not renewed until the boats left, when one or two shots were fired. The firing was thought to have been from rifled pieces and was good in range and line, but by skillful management and the mercy of Providence neither boats nor crews were injured. The boarding party had scarcely reached the bark before the smoke of a steamer was seen, and soon the steamer appeared coming out with the evident intention of cutting off the boats. I therefore made signal of recall, lifted our anchor, and ran in near enough to the entrance of the harbor to bring the steamer within range of our guns as she came out.

The smoke soon told that the bark was on fire, the boats left her, and the steamer, after coming nearly within range, turned and went back. The bark was completely destroyed, as nothing but her sternpost was in sight the next morning. She proved to be the American bark *Alvarado*, of Boston, from Cape Town to Boston. Her log book shows that she was captured in latitude 25° 04′ N., longitude 50° W., by the privateer *Jefferson Davis*, and that her cargo consisted of wool, sheepskins, goatskins, buckskins, and hides, with about 70 tons of iron. A few articles only, belonging to the captain, were saved, together with some letters and papers, all of which, together with the log and private journal of the captain's wife, from which most of the information regarding the capture, etc., is taken, are herewith forwarded.

I have the honor to be, respectfully, your obedient servant,

CHARLES GREEN,
Commander.

Flag-Officer SILAS H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Captain Yuell, C. S. Army.

FERNANDINA, FLA., *August* [6], *1861.*

SIR: On yesterday morning the town was thrown into commotion by the report that two vessels were on the coast, one of which was fleeing to secure an entrance over our bar, the other in pursuit to effect a capture. The whole of our people armed and proceeded to the beach, about 2 miles from town. A company from the post at Fort Clinch, with a 6-pounder, was also dispatched to the beach, which, in addition to another 6-pounder from town, made the whole of our defensive and offensive armament. When I arrived in view of the vessels, I found a bark stranded at 1½ miles from shore, with her sails set and abandoned by her crew, who had just landed, and in the offing was a large United States man-of-war, which I have since learned was the *Vincennes* [*Jamestown*]. The bark was one of the prizes of the *Jeff. Davis*, privateer, seeking a harbor, and which she very nearly effected. After much maneuvering the man-of-war anchored, sent out her boats, which, finding it in vain to try to save the vessel, set fire to her, and she is burned to the water's edge. Our 6 pounders were unavailing, and I take occasion to say that we have not a military company at this post capable of service as artillerists. Few of our volunteers have ever seen anything larger than a musket before coming to this station. The enemy can at any moment land here and take possession without much hindrance from our defensive works. We are entirely at his mercy. After setting fire to the vessel the man-of war left our shores and has not since been seen till late to-day. I learn she was seen this afternoon again in the offing. The name of the prize vessel is the *Alvarado*, owned in Boston, commanded by G. C. Whiting. She left Cape Town, Table Bay, in Africa, on June 3. Her cargo was wool, sheep and goat skins, old copper and iron, and some crude medicines, and was valued at $70,000. She was taken by the *Jeff. Davis* on July 21, in latitude 25° 30′ and longitude 61°. Cargo owned by Isaac Taylor, of Boston, Mass. Captain Whiting and wife, with a negro steward, were on board of the prize sent home by Captain Coxetter, of the *Jeff. Davis.* Whiting and his wife have been landed on our shores with no other apparel than that they had on. I had them sent to a boarding house, and shall communicate with the C. S. marshal, and put them under his charge. The ladies with great philanthropy have raised enough money to clothe their enemies. They will, therefore, be provided for. The prize crew are all safe, and were glad to escape in a boat from the stranded bark.

I have the honor to be, very respectfully, your obedient servant,

E. YUELL,
Captain and Acting Commissary of Subsistence.

Hon. SECRETARY OF WAR,
Richmond, Va.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, forwarding information regarding shipment of shoes from England.

NAVY DEPARTMENT, *August 5, 1861.*

SIR: I herewith enclose an extract of a letter from an authentic source that has been submitted to the Department in reference to a

contemplated shipment of army shoes from England for the insurrectionary States. Your earnest attention is requested in this matter.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.—Extract.]

COURT-HOUSE, BOSTON, *August 1, 1861.*

MY DEAR SIR: It is currently reported here this morning that the rebels have purchased in England 80,000 pair of army shoes and are about to dispatch them by one or two light steamers to the South. The information comes from a merchant in the shoe trade just returned from Europe.

As the Southern Army is almost barefoot and these shoes would be worth to our Army more than $200,000, I would suggest the policy of dispatching some of our gunboats and revenue cutters to watch the ports of Beaufort and Wilmington, N. C., and Georgetown, S. C., and Brunswick, Ga. It seems to me that, as these ports have not been closely blockaded and are not very distant from the Army, shipments will be made to them, else why do they want light steamers?

I regret to see that the bill for iron-plated ships is delayed. It seems to me one of the most important measures before the present Congress. * * * *

The above is from an authentic source.

Report of Lieutenant Parrott, U. S. Navy, commanding U. S. brig Perry, of the cruise of that vessel from Fernandina, Fla.

U. S. BRIG PERRY,
Off Alexandria, Va., August 6, 1861.

SIR: I have the honor to report, in continuation of my communication of July 9, 1861, that on the 8th of that month we left from off Fernandina, being short of water and needing repairs. On the 9th we communicated with the steam frigate *Wabash*, off Charleston, S. C., and remained there until the next morning, by request of Captain Mercer.

On the 11th of July we boarded the British barkentine *Admiral Blake*, from Wilmington, N. C., bound to Liverpool with a cargo of naval stores owned in Liverpool. Her captain reported, as I had the honor to inform you verbally at Hampton Roads, that a small steamer was being fitted out at Wilmington as a privateer.

On the 13th of July, in latitude 36° 21′ N., longitude 74° 31′ W., we exchanged numbers with the U. S. ship *Cumberland.*

On the 14th of July saw two vessels on shore, about 30 miles to the southward of Cape Henry. On the 15th we arrived at Hampton Roads.

On our arrival at the Washington navy yard for repairs we were immediately sent off Alexandria, "to command the approaches to that place," it being the evening of the day of the battle of Bull Run (21st of July). We have since remained off Alexandria, with a portion of our crew in the batteries on shore.

The repairs of this vessel are being made by workmen sent from the yard.

I am detached to-day from the *Perry*. Lieutenant Francis S. Haggerty is my successor.

I am, very respectfully, your obedient servant,

E. G. PARROTT,
Lieutenant, Commanding.

Senior Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of Captain Mercer, U. S. Navy, commanding U. S. S. Wabash, referring to collision between that vessel and U. S. S. Seminole, the recapture of schooner Mary Alice, the capture of brigantines Sarah Starr and Hannah Balch, and sinking of C. S. privateer Petrel.

U. S. S. MINNESOTA,
Hampton Roads, August 6, 1861.

SIR: I have the honor to inform the Department of the arrival of the U. S. ship *Savannah*. As there is an attack expected at Newport News, I shall send her up there, her battery being heavier than the *Dale's*, and shall send the *Dale* to take the place of the *Savannah* on the coast of North Carolina, between Cape Hatteras and Cape Henry. The presence of the *Savannah* will give confidence to the army at Newport News.

The *Wabash*, Captain Samuel Mercer, arrived to-day, wanting a supply of coal, with which she will be immediately furnished, and she will return to her former station.

I have the honor to enclose a copy of report of Captain Mercer, of the *Wabash*, from which you will see the fortunate sinking of a rebel pirate vessel by the *St. Lawrence*, Captain H. Y. Purviance, and capture of all her crew except two, who were drowned.*

I have the honor of suggesting to the Department the propriety of declaring the Southern ports no longer ports of entry. Would not this effectually check the efforts being made by traitors and British sympathizers to carry on trade in English bottoms, or rather American under English provisional licenses?

Captain Mercer has just sent to New York a vessel captured under similar circumstances with the brig *Herald*, lately discharged. An American owner was on board the vessel captured by Captain Mercer.

Please inform me what I shall do with prisoners, privateersmen as well as the others, now on board the *Wabash*.

The *Union* has sailed to-day to resume her station off Hatteras.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

U. S. FRIGATE WABASH [*August 6, 1861*].

SIR: Your order of the 26th ultimo, directing me to proceed with this ship to Hampton Roads, was received on the 2d instant, and at 7

*No report of this affair found. See Vol. 1, p. 51.

p. m. on that day we were underway in obedience to it. Near midnight we gave chase to a vessel showing a light, the men being at quarters. At about 1 o'clock a. m., the 3d instant, the vessel we were running for came in collision with this ship, running head on to her on the starboard side, striking her nearly head on about our fore chains; our helm at the time was hard to starboard. She proved to be the U. S. S. *Seminole*, Commander Thomson. When she struck she swung alongside of us, and we were in contact some minutes. After we separated I sent a boat on board to ascertain the damage sustained and to know if the *Seminole* required any assistance. The boat soon returned and the officer informed me that she had carried away her jib boom and the head of her bowsprit, but did not require assistance. This ship sustained no damage of any account.

About 11 a. m. of the same day, we overhauled and recaptured, after a long chase, the American schooner *Mary Alice*, a prize to the rebel privateer *Dixie*, captured in latitude 29° N. and longitude 77° 10′. I put a prize master and crew on board and ordered her to New York. Soon after we intercepted the brigantine *Sarah Starr*, an American-built vessel under English colors, just out from Wilmington, N. C., with a cargo of naval stores, bound for Liverpool. She was nationalized as an English vessel by the English consul of the States of North and South Carolina, by a provisional register. The cargo was all the produce of North Carolina, and, with the vessel, belonged to a gentleman, a passenger on board, a native of Rhode Island, but for many years a resident of North Carolina, named Monroe. He is now on board and seems to consider the whole proceeding, as to the vessel and cargo, as a perfectly legal one on his part. His views and mine did not accord, and I captured her and ordered her, under charge of a prize master and crew, to New York. The captain of the *Sarah Starr* is a rabid secessionist. Soon after the capture of this vessel the steamer *Rhode Island* came near us, and her commander, Lieutenant Trenchard, came on board to inform me he had fresh provisions and stores on board for us. It took us till 8 o'clock in the evening before we got through with all the business in hand, and had been lying to four or five hours. One of the prizes, the *Sarah Starr*, drifted very fast to leeward, and twice I had to run down to her. After all was gotten through with we stood on our course. About 11 o'clock p. m. we found the ship in shoal water, and she touched lightly on the outer part of Frying Pan Shoal. Reversed the engine and backed her out without difficulty or damage.

While lying to so long, and necessarily changing our course so often, we must have been drifted to the southward and westward by a current. The wind was very light and variable and the sea very smooth.

I have on board this vessel 22 persons taken out of vessels captured or recaptured, namely: Three from the brigantine *Hannah Balch*, one of whom, Chauncey Knapp, has shipped as ordinary seaman on board this vessel for three years), 6 from the brigantine *Solferino*, 5 from the schooner *Mary Alice* (privateersmen), and 8 from the brigantine *Sarah Starr*, including Mr. Monroe (before mentioned), the owner of the vessel and cargo, as he informs me himself, with the exception of 50 barrels of spirits of turpentine. A list containing the names of these persons is here enclosed.

We have about ten or twelve sick people on board, including a maniac from the *Vandalia*, who ought to be sent to the hospital, and I

request instructions from you in relation to them, as well as the persons from the several prizes I have named.

I am, sir, respectfully, your obedient servant,

SAML. MERCER,
Captain.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Flagship Minnesota.

P. S.—The *St. Lawrence*, Captain Purviance, arrived off Charleston on the 27th ultimo. On her passage down she captured a vessel sailing under English colors, and putting a prize master and crew on board, sent her to Hampton Roads. On the day following, while standing into Charleston Harbor, she gave chase to the privateer *Petrel*, which, after firing two or three shots across the stern of the *St. Lawrence*, was sunk by a shell from that ship. All of her crew, excepting two who were drowned, were taken on board the *St. Lawrence*. Enclosed is a copy of a letter from Chief Engineer King in relation to the engines and boilers of this ship.

S. MERCER,
Captain.

Special order of Major-General Butler, U. S. Army, commanding Department of Virginia, regarding the steamer Wilson Small, suspected of transporting contraband goods.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fortress Monroe, August 6, 1861.

Captain Crosby will take the steamer *Fanny*, with such a detachment of men as he may judge necessary, and proceed up the bay and board the *Wilson Small*, which, I am informed, plies between Baltimore and Newtown, touching at ports on the eastern shore, and that she is freighted on her trips with articles for the use of the rebels. He will see to it that she is taken and thoroughly examined, for which purpose I have detailed my acting assistant provost-marshal at this port, Mr. Wiegel, who is empowered by me to examine and search all suspicious persons and all baggage, and if any goods contraband of war are being conveyed by her for the use of the enemy, or if persons on their way to assist the rebels or belonging to their forces are found on board, to take them and their papers and the boat and bring them to Fortress Monroe.

Lieutenant Crosby will, if he see cause after the examination of the steamer *Wilson Small*, proceed with his expedition along the eastern shore and capture any vessels that he has reason to believe are engaged in carrying articles fitted to aid and assist the rebels, and arrest all persons engaged in such unlawful business.

Large confidence is placed in the courage, conduct, and discretion of Lieutenant Crosby, as well as in his efficiency. If the *Wilson Small* or the other vessels are found conveying away negroes for the purpose of aiding or comforting the rebellion, such negroes, if they desire, will be permitted to come to Fortress Monroe, where they will be employed and cared for. All private property will be respected except that which is being used for the aid and comfort of the rebellion, or which may be necessary to be used in carrying out the objects of this expedition.

By order of B. F. Butler, major-general, commanding:

P. HAGGERTY,
Aid-de-Camp.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, relative to the blockade of Hatteras Inlet, and the sinking of vessels loaded with stone in the inlets.

U. S. S. MINNESOTA,
Hampton Roads, August 6, 1861.

SIR: I have the honor to inform the Department that I have to-day held conversation with several captains of vessels who have been in North Carolina and were permitted to leave. Two were captured and two were wrecked; one of the captains having been on board the vessel, a prize—he as prisoner at the time to a rebel pirate, which was chased by the U. S. S[hip] *Savannah*, and after she was run ashore was burned by the U. S. S. *Union*, with the cargo.

They speak of the inlet at Hatteras as decidedly the worst place on the coast, and I much regret that I have not two vessels to place and keep there. I have also conversed with these men as to the advantage of sinking vessels in the inlet. They all pronounce it as of little use; because of the light and shifting nature of the sand a new inlet would soon open.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, relative to Confederate batteries at Hatteras Inlet and to the blockade of that inlet.

U. S. S. MINNESOTA,
Hampton Roads, August 7, 1861.

SIR: I have the honor to inform the Department that the charter of the steamer *Daylight* expires on the 8th instant. She is at present stationed at Newport News.

After further conversation with the persons mentioned in my No. 102, I learned that there are now two well-constructed batteries at Hatteras Inlet with heavy guns, 6 to 8 each, already mounted, and more will soon be placed in position. These guns are from Norfolk. They report, also, about 300 men at that point, under command of late Major Andrews, U. S. Army.

Commander H. S. Stellwagen came this morning to consult with me, and I have given him all the information which I have obtained, and have also told him I will cheerfully cooperate with all the available means at my disposal.

If the Department has not an important position already decided upon for the *Susquehanna*, I should be much pleased to have her stationed off Hatteras Inlet. Her battery is heavy and her power as a steamer makes her efficient in all weather.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Lieutenant Sartori, U. S. Navy, commanding U. S. S. Flag, of the cruise of that vessel from Savannah, Ga., and the transportation from Charleston, S. C., of the crew of the captured privateer Petrel.

U. S. S. FLAG,
Delaware River, August 7, 1861.

SIR: I left Savannah on the morning of the 3d instant, being obliged to do so on account of a leak of 3 feet per day, as also for material repairs to the vacuum condenser, and having besides only 85 tons of coal.

At Charleston I received your orders to repair to this port, and I left there at 5 p. m. the same day. At Savannah I left the frigate *St. Lawrence* and sloop *Jamestown*, and at Charleston the frigates *Roanoke*, *Vandalia*, and *Seminole;* the latter would go as early as possible to Savannah.

At the request of Captain Purviance I took on board the officers and crew of the rebel privateer *Petrel*, 36 in number, and have sent to Captain Du Pont, the commandant of the Philadelphia yard, a communication from Captain Purviance for yourself; it relates to the *Petrel*, and I have thought it most prudent to deposit it with Captain Du Pont.

I shall strictly follow your instructions to be as speedy as possible, but there are some repairs absolutely necessary that may detain the ship some little time, and if I can get some few alterations and additions she can be made a first-class vessel.

I am, very respectfully, your obedient servant,

L. C. SARTORI,
Lieutenant, Commanding.

Flag-Officer S. H. STRINGHAM,
Commanding the U. S. Atlantic Blockading Squadron.

From information received from one of the prisoners, the *Sumter* had left the south side of Cuba, and not being able to enter the Passes of the Mississippi, she has run into Berwick Bay. Previous to entering she boarded an English vessel and took out a quantity of arms.

Very respectfully, your obedient servant,

L. C. SARTORI.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, with enclosure regarding the Confederate brigantine Sarah Starr.

NAVY DEPARTMENT, *August 7, 1861.*

SIR: Herewith enclosed is a copy of a letter from the Acting Secretary of War, in which it is stated from advices received that the *Sarah Starr** is to leave Wilmington, N. C., with 1,300 barrels of spirits turpentine and other property for Liverpool direct.

Your particular attention is invited to this vessel. The coast of North Carolina requires vigilant watching.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

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* This vessel captured August 3. See p. 62.

[Enclosure.]

WAR DEPARTMENT, *Washington, August 5, 1861.*

SIR: We have advices to-day that the vessel *Sarah Starr* will leave Wilmington, N. C., with 1,300 barrels of spirits [turpentine] and other property for Liverpool direct. As this will be an effort to pass the blockades, it might be well for your Department to notify the blockading squadron.

Very respectfully,

THOMAS A. SCOTT,
Acting Secretary of War.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the burning of Hampton, Va., by the Confederates.

U. S. S. MINNESOTA,
Hampton Roads, August 8, 1861.

SIR: I have the honor to acknowledge receipt of a letter from the Department dated August 5, containing account of a large purchase of army shoes in England for the Southern traitors. I shall do my best with the ships at my disposal to prevent their entrance into Southern harbors.

Also letter of same date ordering Captain Josiah Watson and the 17 marines under his command to proceed to New York. They left in the steamer last night by way of Baltimore.

I have to inform the Department that last night, a few moments after midnight, I was informed of a fire in the neighborhood of Hampton, which continued increasing, and extending from east to west, following the general position of the town as visible from our ship, until we concluded the town generally was burned. I ordered an officer ashore to make enquiry as to the cause, who returned with the answer that the conflagration was the act of the traitors. This morning all is quiet and only smoke ascending from the ruins.

From the houses visible we infer the burning was confined to the portion of the town west of Hampton Creek.

I have also to inform the Department of the arrival yesterday of the storeship *Supply*, and also that this vessel has men enough on board to supply the deficiencies mentioned in my letter yesterday in the crews of the *Wabash* and *Savannah*.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding ineffectual blockade of North and South Carolina.

U. S. S. MINNESOTA,
Hampton Roads, August 8, 1861.

SIR: I must again call the attention of the Department to the trade being carried on—and which is now increasing—with the Carolinas under the inadequate naval force which I am able to send off that coast.

I was almost satisfied of efforts having been successfully made by the traitors and British sympathizers to keep up this trade when I was off Charleston.

Acting on these impressions I could not but approve the capture of the *Herald*, since discharged by the instructions of the honorable Secretary of State.

I have since been directed to pay attention and direct the squadron under my command to certain vessels, *Gordon* [*Gondar?*] and others named, who are believed to be sailing under the English flag simply as a cloak.

Captain Mercer, of the *Wabash*, has captured another under suspicious circumstances, and again the case will be presented for judicial investigation, which I hope may be full and complete, that we may know how to act in future.

I shall continue to send vessels, as fast as they arrive, off the coast of North and South Carolina, and must, as at present advised, instruct them to look carefully after American vessels now sailing under the English consul transfers, as there is an American found on all of them who, I have no doubt, is the real capitalist, or the agent for Americans who thus endeavor to give aid and comfort to the enemy.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting enclosures relative to proposed movement by Confederates against the blockading fleet, and the privateers Gordon, Coffee, and Mariner.

NAVY DEPARTMENT, *August 8, 1861.*

SIR: The enclosed copy of telegram just received by the President is sent with his endorsement to you, that you may take such measures as may appear advisable in the premises. I also enclose a slip from this morning's paper.

Very respectfully, etc., GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

[Enclosures.—Telegram.]

CINCINNATI, OHIO, *August 7, 1861.*

Private information to me from Savannah assures me that Tattnall is about to move against the blockading fleet. He has six armed tugs. Have we a squadron large enough to oppose him?

B. STORER.

ABRAHAM LINCOLN,
President.

From Fortress Monroe.

FORTRESS MONROE, *August 6.*—The crew of the bark *Linwood*, of New York, thirteen in number, have just arrived on the *Quaker City*. The bark was wrecked on Cape Hatteras. They were picked up off Cape Henry.

The *Quaker City* picked up this morning near the capes a small boat containing ten shipmasters and seamen who had escaped from Fort Oregon, N. C.

They give some intelligence of the doings on the North Carolina coast. At Hatteras Inlet there are three steamers and a pilot boat privateering.

The names of the privateers are the *Gordon*, the *Coffee*, side-wheel steamer, formerly running between Old Point and Norfolk; steamer *Marion* [*Mariner*], formerly a Wilmington tugboat, and schooner *York*, a Norfolk pilot boat. All of them are armed with rifled cannon. Those from Norfolk were taken down the canal to Albemarle Sound. New Berne, N. C., is the headquarters of these pirates.

The gunboats are being collected and mounted at Norfolk, to be taken down the canal; crews for them are now being shipped at New Berne. The bark *Glen*, of Portland, with Government coal, was captured a week ago and taken into Beaufort, N. C.

The frigate *Wabash* arrived from off Charleston for coal and water, having been relieved by the *Roanoke*. She recaptured the schooner *Mary Alice*, of New York, which had been taken by the piratical schooner *Dixie*. The prize crew are now prisoners on the *Wabash*. She took the brig *Sarah Starr*, bound from Wilmington to Liverpool with turpentine and rosin and sailing under English colors.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding contraband trade.

NAVY DEPARTMENT, *August 8, 1861.*

SIR: I herewith enclose an extract of a letter received by the Department from Mr. J. S. Farlow, of Boston, respecting trade carried on with the ports of North Carolina, to which your attention is invited.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.]

BOSTON, *August 6, 1861.*

DEAR SIR: From information that has come to my knowledge I feel well assured that parties in New York, in connection with parties in the provinces of New Brunswick and Nova Scotia, are now engaged in chartering and fitting out British schooners in those provinces, loading there with fish and other articles contraband of war, and discharging same at Wilmington and the small ports of North Carolina, taking in return thence naval stores and tobacco.

This tobacco is supposed to be taken to Wilmington and the other North Carolina ports by land from Richmond and Petersburg, Va. These naval stores and tobacco thus procured are moved from the provincial ports alongshore by schooners and steamers to the near-by United States ports, when by false swearing or other illicit means it is admitted free of duty as returned American productions.

* * * * * * *

Respectfully, yours,

J. S. FARLOW.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Lieutenant Sartori, U. S. Navy, commanding U. S. S. Flag, of the arrival of that vessel at Philadelphia navy yard bringing prisoners from the privateer Petrel.

U. S. S. FLAG,
Navy Yard, Philadelphia, August 8, 1861.

SIR: I have the honor to report the arrival of this vessel at this port, by order of Flag-Officer S. H. Stringham, for the purpose of coppering and some repairs.

I left Savannah on the morning of the 3d and Charleston on the evening of the same day. At Savannah I received from the *St. Lawrence* thirty-six prisoners—the officers and crew of the privateer *Petrel*, lately destroyed by that vessel. I have this day delivered them to the U. S. marshal.

I have the honor to be, very respectfully, your obedient servant,

L. C. SARTORI,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the blockade.

U. S. S. MINNESOTA,
Hampton Roads, August 9, 1861.

SIR: I have the honor to acknowledge receipt of a letter from the Department, dated August 8, enclosing telegram from B. Storer, of Cincinnati, to President A. Lincoln, and by him endorsed; also slip in same letter from a newspaper, headed "From Fortress Monroe."

In reference to the above, I can only say that I have ordered the U. S. s[hip] *St. Lawrence* and the U. S. S. *Iroquois* to blockade Savannah, where they have gone some time since, and trust they will be equal to the traitor Tattnall. I would cheerfully send more if I had them at my disposal.

Also your letter of August 7 and copy of the letter from the War Department, August 5, attracting my attention to the *Sarah Starr* in both letters. I shall comply with the instructions, and have to inform the Department that the coast of North Carolina is as vigilantly watched as the force under my command will allow, having some consideration for other important points on the Atlantic coast.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the obstruction of the inlets on the North Carolina coast and the proposed expedition to Hatteras Inlet.

Confidential.] NAVY DEPARTMENT, *August 9, 1861.*

SIR: I have your dispatch, No. 103, and have also had an interview with Commander Stellwagen in relation to the obstruction on the North

Carolina coast. It is important this matter should be thoroughly attended to, and I am notified that your aid and hearty cooperation are given. Indeed, the design is to have an important effect in closing the ports and inlets on that troublesome coast. In order to take the batteries to which you allude General Scott assures me he will authorize General Butler to detail a military force to accompany the expedition. Other arrangements are in rapid progress and some of the vessels already on their way, although it will probably be a week or more before the work can be completed.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Captain Marston, U. S. Navy, commanding U. S. ship Cumberland, of the sailing of that vessel from Boston for Hampton Roads.

U. S. SHIP CUMBERLAND,
Off Boston, August 9, 1861.

SIR: I avail myself of the departure of the pilot to report to you that I this day left Boston and shall proceed with all dispatch for Hampton Roads.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain.

Flag-Officer SILAS H. STRINGHAM,
Commanding Atlantic Blockading Squadron, Hampton Roads.

AUGUST 11.

After writing the foregoing the wind entirely left us, and the pilot anchored the ship in Nantucket Roads, since which time it has been a perfect calm till this morning, when we again got underway with favorable prospects.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding an apology made by Brigadier-General Huger, C. S. Army, for disrespect shown to a flag of truce.

U. S. S. MINNESOTA,
Hampton Roads, August 10, 1861.

SIR: I have the honor to inform the Department that yesterday a flag of truce came from Norfolk. As soon as it appeared in view, I ordered an officer to proceed and stop it as far away as he could.

It contained Miss Mayo, niece of General Scott, on her way to her home in Elizabeth, N. J.; also some British seamen.

I forwarded by this vessel my letter of July 10 to Brigadier-General Benj. Huger, with copy of report* of Commander A. Ludlow Case, U. S. Navy, demanding an explanation of the unaccountable reception of our last flag of truce.

This morning a flag of truce was again seen approaching and stopped as yesterday.

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* See Vol. 5, p. 771.

The officer who went to her brought back a letter from Brigadier-General Huger making full and complete apology for the action of the officer in command at Craney Island on the occasion referred to, it being entirely unauthorized and without the knowledge of General Huger.

This relieves us from further unpleasant feeling with regard to the flag of truce.

I have the honor to enclose copy of report* of Commander J. R. Goldsborough, of the *Union*, and to state that there are now on board this ship the four prisoners therein referred to. I enclose a list of their names.

I will send them to a Northern port by the first opportunity. I shall also put a prize crew on board the schooner *George G. Baker* and send her to a Northern port.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, urging stringent blockade of North Carolina ports.

Confidential.] NAVY DEPARTMENT, *August 10, 1861.*

SIR: The accounts which we get of intercourse at the different ports and inlets on the coast of North Carolina alarm our commercial community and cause embarrassment and distrust to the Department. I am aware of the difficulty attending a blockade of these ports, even if you had a sufficient supply of vessels, but can not Wilmington or Beaufort be formally blockaded and coast guard duty performed by such force as you have? There seem to be nests of pirates who, with their small craft, run in and out these inlets who require vigilant attention and some stringent action.

The ports are not formally closed by the President, and until they are we must go forward under the regulations established before the law authorizing him to close the ports was enacted.

In the case of the *Herald* your opinion and mine coincided, and the district attorney writes me from Philadelphia that he can prove her liable to seizure. As she has got into the hands of the court, I trust the facts will be brought out. How a United States armed ship can permit a vessel with a clearance from Robert Kid or the Confederate States to pass unmolested is a problem that I have not solved to my own satisfaction. The Secretary of the Treasury is absent or I should have seen him on this subject; but I will consult with him on his return. I think he will deem it important that all vessels clearing from our ports should have a legal clearance from a United States collector. In the meantime spare no exertions to interdict all communication with the insurgents by blockade, by coast-guard service, by obstructing the channels, or by closing the harbors.

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*For destruction of the C. S. privateer *York* and recapture of schooner *George G. Baker*, see Vol. 1, pp. 60–62.

I send herewith an extract from a communication this day received from Messrs. J. Kittredge & Co., respectable Boston merchants, in relation to vessels running the blockade of the North Carolina coast.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.]

BOSTON, *August 7, 1861.*

DEAR SIR: * * * There have been rumors in this city for some days that English vessels are running the blockade on the coast of North Carolina and carrying produce, fish, etc., to the rebels and naval stores to Halifax [Nova Scotia] and ports in that vicinity. Having just learned that a cargo has just arrived at Halifax from North Carolina valued at upwards of $40,000, we hasten to give you the information, hoping by so doing that it may be of service to you by making the blockade more effective.

Very respectfully, yours,

J. KITTREDGE & CO.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Lieutenant Selfridge, U. S. Navy, suggesting means for the effectual blockade of Hatteras Inlet, North Carolina.

U. S. SHIP CUMBERLAND, *August 10, 1861.*

SIR: I trust, in bringing this communication to the notice of the Department, that I may not lay to myself the charge of officiousness; but if I err in so doing, it will be considered in the light of an excess of zeal for the public service.

It seems that the coast of Carolina is infested with a nest of privateers that have thus far escaped capture, and, in the ingenious method of their cruising, are probably likely to avoid the clutches of our cruisers.

Hatteras Inlet, a little south of Cape Hatteras light, seems their principal rendezvous. Here they have a fortification that protects them from assault. A lookout at the light-house proclaims the coast clear, and a merchantman in sight; they dash out and are back again in a day with their prize. So long as these remain it will be impossible to entirely prevent their depredations, for they do not venture out when men-of-war are in sight; and, in the bad weather of the coming season, cruisers can not always keep their stations off these inlets without great risk of going ashore.

Let eight or ten tugboats be chartered, of not more than 7 feet draft—some less—armed with a 32-pounder and carrying in tow a man-of-war launch with its gun and crew. A steamer of the *Iroquois* or *Seminole* class, with a smaller gunboat, can silence the battery from the outside. Let this fleet of steamers enter the inlet, and, cruising in couplets, explore Albemarle and Pamlico sounds. In three weeks there will not be a vessel left that can be productive of harm.

These tugboats should be paddle wheel, not propellers, as the latter draw too much water, carry 20 men, and may be equipped sufficiently

for the service in forty-eight hours. Let them be officered temporarily by the officers of the Atlantic fleet, and in three weeks nothing more will be heard of Carolina privateers.

Permit me at this time, sir, to draw your attention to the port of Fernandina, on the Florida coast. As a rendezvous for our vessels in bad weather, and for the collection of stores, there is no better on the Atlantic coast south of Cape Hatteras. It is an excellent harbor, with a bar of at least 18 feet, and is poorly defended.

I remain, sir, very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Hull, U. S. Navy, commanding U. S. ship Savannah, of the presence of a Confederate steamer in James River.

U. S. SHIP SAVANNAH,
Off Newport News, August 11, 1861.

SIR: About 9 o'clock this morning a steamer was reported coming down the James River, apparently under full steam, with the Confederate flag flying. She came within 5 or 6 miles and then returned up the river. She was a large, side-wheel boat, resembling very much the *Express*, painted white, with high wheelhouses painted yellow, and, I learn from Commander Lockwood, was the *Curtis Peck*, and is a very fast boat. She probably came down for the purpose of reconnoitering.

I am, very respectfully, your obedient servant,

J. B. HULL,
Captain.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant Crosby, U. S. Navy, regarding the overhauling of the steamer Wilson Small, and expedition to Pocomoke Sound.

FORTRESS MONROE, *August 12, 1861.*

SIR: In obedience to your order of the 6th instant, I took charge of the steamer *Fanny* and prize schooner *Indiana* and went up the Chesapeake Bay to overhaul and search the steamer *Wilson Small*, plying between Baltimore and the eastern shore of Maryland. On the following day I met her off Stages [Kedges] Straits, near the head of Tangier Sound, and hove her to. She was then boarded by the provost-marshal, Mr. Wiegel, and searched, but finding nothing illegal on board she was allowed to proceed on her way to Annemessex. During the search I learned, through some custom-house officers who came down in her, that arms and ammunition were reported to be secreted in some barns near the landing, and belonging to a man by the name of Miles, which they were in search of; and as they were anxious to have assistance in case of necessity, I ran in and anchored near the steamboat landing at Annemessex. After a thorough search, the officers returned and reported that they found nothing.

On the following morning we visited Tangier and Watt's Island, delivered the provisions to the light-house keeper on the latter, and

then cruised up the Pocomoke Sound and along the eastern [shore] during the night, in search of any vessels that might be sailing in or out of any of the Virginia ports. On the 9th, chased a vessel up the Pocomoke, but was unable to overhaul her, as the water was too shoal for the *Fanny* to cross the bar, it being low water. I learned subsequently that the vessel was one of the usual traders up the sound. On the 10th, ran over and anchored at Tangier Island, and while there I learned that a man by the name of Pruitt with another person were waiting for a fair wind to cross over to Virginia, where they hailed from. Sent the provost-marshal to overhaul their baggage, seize their canoe, and administer the oath of allegiance to the United States, which was done. I also heard that Pruitt had a small schooner which was blockaded in the Rappahannock or York River.

On the following day I had all the men on the island called together, some thirty-five of them, and administered the oath of allegiance to them. I was informed that a number were absent on their business, fishing, etc.

I warned them not to hold any communication with the shores of Virginia under a penalty of imprisonment and a confiscation of their vessels.

They have some eight or ten small schooners there which they are anxious to use, but as their license comes from Accomac County they are prohibited from engaging in trade, and earnestly request that some provision will be made for them. I found the people on the island to be loyal citizens and ready to give all information in their power that would be of benefit to our Government. They also express serious apprehension that they will be attacked from the eastern shore. The light-house keeper on Watt's Island is likewise anxious for protection. During the afternoon of the 10th we returned to Fortress Monroe, and on our way back discovered that Back River light was not burning.

I remain, very respectfully, your obedient servant,

PEIRCE CROSBY,
Lieutenant, U. S. Navy, Captain of the Port.

Major-General B. F. BUTLER,
Commanding Department Eastern Virginia, Fortress Monroe.

[Endorsement.]

This report is respectfully referred to the honorable Secretary of the Treasury so far as it concerns the light-houses and licenses of the trade on Tangier Island.

The conduct of the expedition and of Lieutenant Crosby is approved.

BENJ. F. BUTLER,
Major-General, Commanding.

Report of Flag-Officer Stringham, U. S. Navy, of the receipt of various communications from the Department and of the arrival of the U. S. S. Louisiana at Hampton Roads.

U. S. S. MINNESOTA,
Hampton Roads, August 12, 1861.

SIR: I have the honor to inform the Department that I have received letter dated August 10, in reference to witnesses from the U. S. ship *St. Lawrence* to condemn the pirates taken from the *Petrel* by the

St. Lawrence, and that this morning, immediately on the arrival of the *Harriet Lane*, Captain John Faunce, I have ordered him to proceed to Savannah and bring them to this point without delay. She has sailed.

Also letter of same date in which I am happy to find the opinion of the honorable Secretary of the Navy concurring with my own in reference to English vessels carrying on trade with our enemies and sailing under secession clearances. I trust an early proclamation from his Excellency President Lincoln will declare the Southern ports no longer ports of entry. This would aid us much in our duty of blockading.

Also letter of August 7, with copy of a letter from Edward Barker (and Thos. H. Rochester), on board ship *William Badger*, complaining against Acting Master Carr, U. S. Navy. I will investigate this case. Also letter from the Department of August 8, containing copy of letter from J. S. Farlow, of Boston, relative to traffic still carried on in ports of North Carolina. I am doing all I can with the ships at my disposal to stop it, and trust soon to have enough to seal them up.

I have the honor to report some suggestions made to me this morning by Captain John Faunce, of the *Harriet Lane*, which I cheerfully endorse. He reports having chased and boarded and warned off an English vessel, on his way down, which appeared to be endeavoring to get into one of the inlets on the eastern coast of Virginia north of Cape Charles.

He advises the presence of one revenue cutter (of which he informs me there are spare ones at New York) to anchor in Hog Island Inlet and one in Chincoteague Inlet; thinks their presence there would be of great service.

I have ordered the schooner *George G. Baker* to Philadelphia under charge of Midshipman McCook.

I have the honor to inform the Department of the arrival of the U. S. S. *Louisiana*, Lieutenant Commanding A. Murray. I have ordered her up on the eastern shore of Virginia and Maryland to watch the harbors, islands, entrances, etc., of Chesapeake Bay on that side.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.

NAVY DEPARTMENT, *August 12, 1861.*

SIR: On the return of the steamer to Washington, which leaves the navy yard this evening for Hampton Roads, you will send the four launches with their guns and full equipments by that vessel. They were recently sent from Boston.

Lieutenant Badger, of the *Minnesota*, and Midshipmen McGlensey, McKay, and Phoenix, of the *Wabash*, whose detachments are herewith transmitted, may be directed to take passage in the steamer on her return.

I am, respectfully,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Letter from the Acting Secretary of the Treasury to the Secretary of the Navy, transmitting letter from the collector of customs, New York, regarding continued breach of blockade.

TREASURY DEPARTMENT, *August 12, 1861.*

SIR: I have the honor to transmit for consideration of the Navy Department the accompanying copy of a letter from Hiram Barney, esq., collector of customs at New York, as to the inefficiency of blockade on the North Carolina coast.

I am, very respectfully,

GEO. HARRINGTON,
Acting Secretary of the Treasury.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

COLLECTOR'S OFFICE, CUSTOM-HOUSE,
New York, August 9, 1861.

SIR: It is a matter of notoriety that articles of all kinds are constantly transmitted by way of Delaware and Maryland into eastern Virginia. While it might be difficult to indicate particular instances in which this has been done, general report and numerous suspicious circumstances satisfy me that it is of the most frequent occurrence. Vessels clearing from this port sail direct to Chincoteague and Sinepuxent bays, as well as to the inlets upon the Delaware coast, loaded with provisions and general stores, which are thence sent across the country to unguarded points and thence delivered into the hands of the rebels. To such an extent is this course pursued that Southern merchants come continually to this city, make purchases of goods, and prepare for their being forwarded to their homes with contemptous disregard of the restrictions sought to be imposed upon them. Our coasters are leaving daily for the Delaware and Maryland ports, loaded with general merchandise designed undoubtedly for the use of parties on the Virginia side, but, of course, affording no such evidence of that purpose as to warrant me in detaining them.

I have already twice communicated to you the reliable evidence of the inefficiency of the blockade on the coast of North Carolina which circumstances have brought to my knowledge. Late events fully substantiate that information. And not only is the trade with the Bermudas by means of British vessels uninterrupted, but I have ample reason to suppose that some of our own vessels are concerned in it. It is currently reported that a schooner lately left Greenport (near Sag Harbor) [N. Y.], bound direct for Ocracoke with a general cargo. Certain it is that she sought to obtain a pilot because of his knowledge of the Carolina coast.

The most obvious remedy for this state of things is evidently to be found in an increased watchfulness upon the land and water boundaries of disloyal States. A few light-draft vessels, to run into the inlets and watch the coast from the Delaware Bay to the South, would be of great service. And I do not doubt that a regulation which would require all shippers, owners, or consignees of goods by vessels asking permits for a coastwise voyage to file a sworn manifest of their shipments would do very much to check the violations of the blockade. Such a regulation, however, it may not be possible to enforce.

I communicate these matters to you because I deem it important that the Government should be informed of the facts. Whatever course

may seem to promise the most effective remedy will, I trust, be immediately adopted.

With great respect, I am, your obedient servant,

HIRAM BARNEY,
Collector.

Hon. S. P. CHASE,
Secretary of the Treasury.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.

Confidential.] NAVY DEPARTMENT, *August 13, 1861.*

SIR: If the *Harriet Lane* is within call send her without delay to report to Captain Craven at Aquia Creek, Potomac River. If this vessel is away, send some other steamer of 9 to 13 feet draft.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM, Etc.

Letter from the Assistant Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the expedition to Hatteras Inlet, North Carolina.

Confidential.] NAVY DEPARTMENT, *August 13, 1861.*

SIR: Commander Stellwagen leaves to-day with the vessels agreed upon, and an order from General Scott to furnish you with a force to cooperate in carrying the batteries at the inlet.

Very respectfully, etc.,

G. V. FOX,
Assistant Secretary.

Flag-Officer S. H. STRINGHAM, Etc.

Letter from the Assistant Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting statement regarding the defenses of Hatteras, Ocracoke, and Oregon inlets, North Carolina.

Confidential.] NAVY DEPARTMENT, *August 13, 1861.*

SIR: The enclosed communication, dated New York, August 12, is just received, and for want of time to make copies the originals are herewith forwarded for your information, which you will be pleased to return to this Department at your leisure.

Very respectfully, etc.,

G. V. FOX,
Assistant Secretary Navy.

Flag-Officer S. H. STRINGHAM, Etc.

[Enclosure.]

NEW YORK, *August 12, 1861.*

SIR: The undersigned, a committee of the New York Board of Underwriters, beg leave to enclose herewith a copy of a statement made by

Captains Campbell and Penny in reference to Hatteras, Oracoke, and Oregon inlets, on the coast of North Carolina, and the fortifications recently constructed, or in process of construction at those places. The statement is believed to be reliable and is forwarded in the hope that it may prove serviceable to the Government if it has not already been placed in possession of similar information. In view of the large number of vessels with valuable cargoes, which, in the usual course of navigation, pass in the vicinity of Cape Hatteras, it is greatly to be desired that immediate steps be taken by the Government to prevent, as far as possible, any further captures by the pirates who sally out from those inlets.

Very respectfully, etc.,

DAN'L DRAKE SMITH,
LEOPOLD BIERWIRTH,
WM. C. THOMPSON,
Committee.

Hon. GIDEON WELLES,
Secretary Navy, Washington.

[Subenclosure.]

Statement in reference to Hatteras Inlet, North Carolina, and the fortifications erected there by the rebels, also at Oregon Inlet and Ocracoke Inlet, and of affairs at New Berne, N. C., made by Captains Penny and Campbell.

Daniel A. Campbell, of Damariscotta, Me., aged 30 years, master of the brig *Lydia Francis*, while on a voyage from Cuba to New York with a cargo of sugar, was wrecked at Hatteras Cove on the 6th of May; was made a prisoner on the 12th of May and taken to Fort Hatteras, so called, at Hatteras Inlet, where he was detained until the 19th of July; thence taken to New Berne and Raleigh, returning via Ocracoke and Hatteras Inlet; thence back to New Berne, from which place, being released, he returned via Oregon Inlet in a small boat, and was picked up by the U. S. S. *Quaker City* and taken to Hampton Roads.

Henry W. Penny, of Greenport, Suffolk County, N. Y., aged 33 years, master of the bark *Linwood*, while on a voyage from Rio de Janeiro to New York with a cargo of coffee, was wrecked about 6 miles north of Hatteras Inlet on the 16th of July. On the 17th was made a prisoner and taken to Fort Hatteras. Left there on the 19th for New Berne and Raleigh. Remained at New Berne about a week, and left there on the 31st July, in company with Captain Campbell, 2 other masters, 4 mates, and 2 boys from vessels which had been captured by the rebels, and proceeded in an open boat, which he had purchased, via Oregon Inlet as above.

Hatteras Inlet.—There is no light here. The iron can buoys which marked the channel have been sunk. The channel is over 200 yards in width, and vessels drawing 15 to 16 feet can pass through it and for a distance of about 1 mile into Pamlico Sound, where they meet a swash upon which at high water there is a depth of about 8 to 9 feet, and over which large vessels have to lighten their cargoes.

Saw vessels of 100 to 150 tons beat out through the inlet. Large vessels could only work in and out with a free wind, unless towed by a steam tug. While there saw as many as 50 vessels pass in through the inlet (9 of them prizes) and as many go out, some bound to Liverpool and Halifax [Nova Scotia], and the larger number reported bound to the West Indies, loaded with naval stores, rice, lumber, etc.

There are 4 armed vessels stationed there which go out to make prizes of vessels passing along the coast:

1. The steamer *Warren Winslow*, of Norfolk, commanded by Lieutenant Crossan, who is said to have belonged formerly to the U. S. Navy. This vessel came from Norfolk through the canal into Pamlico Sound. Armament, 1 32-pounder and 1 smaller rifled gun.

2. The steamer *Gordon* (believed to be), of Charleston; 3 guns.

3. The steamer *Marion* [*Mariner?*]; 8-pounders.

4. The pilot boat *York;* 1 rifled gun, 8-pounder.

Fortifications at Hatteras Inlet:

1. On the right-hand side entering the inlet, and near the western point of the strip of land or beach, is an octagon-shaped fort, which completely commands the channel. The wall or embankment is built of sand, covered with turf. It is about 5 feet high, about 25 feet wide on the top, and sloping on the outer side at an angle of about 45 degrees. On the inner side the wall or embankment is perpendicular, and is formed of pieces of turf about 2 feet square and 8 inches thick, piled upon each other. This turf was brought from a place in the center of the beach about 2 miles distant. On the 19th of July they had 8 guns mounted, viz, 2 64-pounders and 6 32-pounders. Two were on pivots, 6 on ordinary ship gun carriages. They intended to mount 12 more, making 20 in all. In the center of the fort there is a bomb-proof tent about 100 yards long, and the covered way is about 12 feet wide and 6 feet high, built of timber and plank. The sides are covered with sand about 10 feet in thickness, sloping out at an angle of 45 degrees, and the top with sand about 5 feet in depth, the whole being covered with turf.

2. Shortly before the 19th of July they commenced building a second fort, situated about 1 mile to the eastward of the other, on the seaward side of the beach. In form it is like the other, constructed in the same manner, but only about half as large; at that time they had 4 guns mounted, and intended to mount 8 more, making 12 in all. Both forts were constructed, or constructing, under the supervision of Colonel Thompson, said to have been formerly in the U. S. Army. The laborers employed were about 180 negroes, said to be free, and brought from different parts of the State. The troops stationed there at the time consisted of three companies, under command of a Major Andrews. The supply of ammunition was very short. They had only about 100 kegs of powder. The soldiers on guard or picket duty were not allowed to carry their muskets loaded, but carried their cartridges in their pockets, not being provided with cartridge boxes. Water is obtained by sinking wells in the sand to the depth of 5 or 6 feet. Water can be had in this way in many places on the beach. It is not very good, but answers. They brought some water from the mainland. In calm, smooth weather they extend their pickets nearly 10 miles up the beach; in rough weather, about [a] mile.

The object is to discover or prevent a landing. The bark *Linwood*, drawing 15 feet water, stranded about 400 feet distant from the beach. With the wind offshore, troops could be landed anywhere along the beach without the use of surfboats or difficulty, if not opposed by a force on the land.

The beach to the northeast of the forts along the water's edge for a width of about 300 feet is flat and hard, but would be to some distance, it is thought, commanded by the guns of the smaller fort. The center of the beach is higher, its surface more uneven, composed of loose sand,

and troops advancing over it in daylight would hardly find shelter within the range of the guns of the forts. Vessels drawing over 20 feet can approach to within about 1 mile of the forts.

Ocracoke Inlet.—Captain Campbell states that on Beacon Island, about 4 miles from the bar, at the mouth of the inlet, the rebels have erected an octagon-shaped fortification; and at that place, and in barracks at Portsmouth, on the beach, on the south side of the inlet, there were reported to be about 500 troops. He was not allowed to land there.

New Berne.—After their return from Raleigh to New Berne they were released as prisoners. Captain Penny was allowed full liberty to go about. Saw 4 vessels depart loaded with rice, which had been brought up from Charleston by railroad. They were reported bound for the West Indies. Two other vessels, loaded with spirits turpentine, sailed for Halifax. There were 3 more vessels loading when he left. While he was at New Berne 4 vessels were brought there as prizes, 2 schooners loaded with fruit, and 2 brigs reported loaded with sugar and molasses. He was present at an auction sale of about 600 hogsheads of sugar, which had been taken from prizes previously brought there. When he left there were 12 vessels lying in the river at anchor, all of which were prizes. The light-boats in Pamlico Sound had been removed.

Oregon Inlet.—About 28 miles north of Cape Hattaras. They were detained there one day. Two companies of soldiers were stationed there. A fort was in process of construction by the labor of about 150 free negroes. Four guns were mounted on the seaward side at the time. It was intended to mount more guns. Passed out the inlet at about half tide, and judged there were about 7 feet water in the channel way on the bar. Inside the bar the depth of water was 12 to 14 feet.

Daniel A. Campbell and Henry W. Penny jointly declare that the foregoing statement of facts in reference to Hatteras Inlet and Oregon Inlet, and the fortifications and other matters there, is true and correct, and is made from our personal observation during our stay at those places; and Daniel A. Campbell, for himself, declares that the statement in reference to the fortifications at Ocracoke Inlet is true and correct, and made from his own personal observation; and Henry W. Penny, for himself, declares that the statement of affairs at New Berne is true and correct, and made from his own personal observation.

In tertimony whereof we have hereunto subscribed our names.

DANIEL A. CAMPBELL.

NOTE.—Captain Penny being absent, it has been thought advisable to send on the above without his signature, instead of delaying one day for his return.

NEW YORK, *August 12, 1861.*

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Union and some fugitive slaves.

U. S. S. MINNESOTA,
Hampton Roads, August 14, 1861.

SIR: I have the honor to inform the Department of the arrival of the U. S. S. *Union* yesterday afternoon, leaking very badly in her upper works and decks, so that it was impossible to keep her free the night before when it was blowing hard.

I have therefore ordered her to proceed to Baltimore to be calked as soon as possible, and to return to this point with all dispatch, as her services are much needed.

I enclose copy of report of the officers of the *Union* in reference to qualifications, etc.

I have the honor to inform the Department that about 11 o'clock of the evening of August 12 there came alongside the *Minnesota* in a small open boat, demanding food and protection, the following five negroes, viz: John Smith and Prophet Washington, the property of Doctor Tabb, of Mathews, Va., and Silas Smith, Iris Grevins, and her daughter Catherine (about 3 years old), the property of Mrs. Roy, of same place. Also by the reports of the *Mount Vernon*, Commander O. S. Glisson, dated August 11 and 12, I have to inform the Department of the presence on that vessel (having come to her also for protection) the following five negroes: Manuel Blackwell, Solomon Blackwell, and Moses Marsh, all owned by William K. Lee, of Lancaster County, Va.; also Henry Burr, owned by Elizabeth Palmer, and Caxter Braxton, owned by Richardson Slaughter, both of Middlesex County, Va.

I have the honor to acknowledge receipt of your letter directing boats from Boston, per *Joseph Whitney*, steamer, to be sent to Washington, which will be done by the steamer *Baltimore*.

I herewith enclose orders for Midshipman C. E. McKay, he having gone to New York with a prize from the *Wabash*.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

U. S. S. UNION,
At Sea, August 9, 1861.

SIR: The undersigned respectfully submit to you the following, our estimate of this vessel as to efficiency, seaworthiness, and safety:

We have been fortunate, in nearly three months' outside service, not to have met one gale of wind; nevertheless, in moderately fresh winds and ordinary seas, we have been forced to the conviction that in a gale she would be entirely unmanageable. Her power is insufficient to make headway against a gale, or even to keep her head to wind, her model so defective as to subject her to extraordinary wrenches and strains, and she now leaks unusually for so new a vessel. Both her original deck and her heavy sheathing leak badly. She has neither bearings forward nor aft to lift her over the most ordinary seas, and we are satisfied would be swept clean in a sea impelled by a good gale, in which case her whole engine and fire room would inevitably be flooded, and a repetition of such disaster, on a smaller scale, as the *Central America* and *San Francisco* would instruct the public. In royal breezes and toppling seas our endeavors to drill at great guns have been balked by the guns and carriages tipping, rendering it necessary for the crews to mount the breeches to keep them down. To fire them would be simply impossible, or more destructive to ourselves than to the enemy.

Our boats are worthless as seaboats, and we have no sails upon which we could depend in case of the simplest momentary accident to the machinery.

As to the minor point of personal comfort, neither officers nor men have experienced anything but discomfort. Our apartments and the berth deck are afloat in rain showers. The extraordinary pressure for vessels has heretofore caused us to desist from any complaints or representations as to the condition of the vessel, but believing that good seaboats could now be sent to this most exposed point, Cape Hatteras, our present cruising ground, we feel it our duty to submit the above.

Very respectfully,

P. G. WATMOUGH,
Acting Lieutenant and Executive.
G. B. WHITE,
Master.
T. H. GIFFORD,
Acting Master.
WM. H. KING,
Acting Chief Engineer.
B. B. NAYLOR,
Coast Pilot.
W. F. STEWART,
Midshipman.
E. S. WHELEN, Jr.,
Acting Paymaster.
GEO. C. HARLAN,
Acting Assistant Surgeon.

Flag-Officer SILAS H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting an order relative to the expedition against the batteries on Hatteras Inlet, North Carolina.

Confidential.] NAVY DEPARTMENT, *August 14, 1861.*

SIR: Commander Davis proceeds to Hampton Roads to deliver to you a copy of the order to General Wool, which will meet him on his arrival at Fortress Monroe; also to confer with you relative to the movements of the enemy in this vicinity and the necessity of any other vessel off the Rappahannock.

Very respectfully, GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

[Enclosure.]

HEADQUARTERS OF THE ARMY, *August 13, 1861.*

SIR: The General in Chief directs that after consultation with Commodore Stringham, U. S. Navy, you prepare a sufficient detachment to accompany an expedition, under Commander Stellwagen, against some batteries on Hatteras Inlet, North Carolina. It is desirable that a portion of the detachment fixed by your judgment should be regulars, and the remainder, as far as possible, selected volunteers. The detachment will return to Fort Monroe after the expedition.

I am, sir, very respectfully, your obedient servant,

E. D. TOWNSEND,
Assistant Adjutant-General.

Major-General JOHN E. WOOL, U. S. Army,
Commanding, etc., Fort Monroe, Va.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, recommending an increased number of midshipmen on the vessels of his command.

U. S. S. MINNESOTA,
Hampton Roads, August 15, 1861.

SIR: Having passed through the War of "12" [1812], and with some experience since, I can not but contrast the efficiency of vessels of the present with those of a former date, not unfavorable to the latter, and, especially remarking the great deficiency in younger officers in ships of all grades now, think their absence highly prejudicial.

The 44-gun frigates of not more than half our size had from 24 to 28 midshipmen, and I am sure I make no unreasonable request when I ask for 14 or 16 for this ship and recommend an increase to other ships. I am certain it would very much increase the usefulness and elevate the spirit and confidence of our crews to have more of these young and spirited officers distributed among them, on deck and at quarters, besides having an officer always ready to go away in boats. Now, owing to the extreme scarceness of inferior officers, coxswains have to be sometimes called on.

I can not but most respectfully protest against the frequent changing of officers, which also interferes with efficiency of ships and crews. It requires time for officers and men to know each other and acquire mutual confidence, and frequent changes only tend to disorganize and discourage.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding a vessel for Aquia Creek.

U. S. S. MINNESOTA,
Hampton Roads, August 15, 1861.

SIR: I have the honor to acknowledge receipt of your letter of August 13, with instructions to send the *Harriet Lane* to Aquia Creek. She has gone to Savannah, as I have already informed the Department.

The *Penguin* arrived this morning. When she coals I will send her up, as her commander, J. W. Livingston, reports her unfit for outside cruising. If, however, the *Louisiana* arrives before the *Penguin* coals, I will send her.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, relative to the steamer Quaker City, and calling attention to the case of Lieutenant Worden, U. S. Navy.

U. S. S. MINNESOTA,
Hampton Roads, August 15, 1861.

SIR: I have the honor to inform the Department that the charter of the steamer *Quaker City* expires on the 25th August. I can not but

speak in high terms of this ship for the efficient services she has rendered, and should hardly know how to spare her from the capes of Virginia. I have certainly nothing to supply her place with at present.

Allow me to call the attention of the Department again to the case of Lieutenant Worden, imprisoned at Montgomery. I see by the papers, and I hope it is correct, that the Government has taken the late minister at Paris, [Charles J.] Faulkner, of Virginia. I do hope, if any exchange of prisoners is consented to by the Government, Lieutenant Worden will not be forgotten.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging receipt of the order regarding the expedition to Hatteras Inlet.

U. S. S. MINNESOTA,
Hampton Roads, August 15, 1861.

SIR: I have the honor to acknowledge receipt of your letter of August 14, which was delivered to me by Captain Davis, with certified copy of order for General J. E. Wool, dated "Headquarters of the Army, Washington, August 13, 1861," therein contained.

I shall be happy to confer and cooperate with General Wool on his arrival and aid him as far as in my power.

I have also to acknowledge receipt of your communication containing originals relative to batteries at Hatteras, Ocracoke, and Oregon inlets, which I have copied and now return as requested.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Captain Faunce, U. S. Revenue Marine, commanding U. S. S. Harriet Lane, regarding the whereabouts of U. S. ship St. Lawrence.

U. S. FLAGSHIP ROANOKE,
Off Charleston, S. C., August 15, 1861.

SIR: I regret that I had not the pleasure of seeing you on board this morning.

As regards the information you desire, I have to say that the *St. Lawrence* is either 10 miles from Tybee light, off Savannah, or the mouth of St. John's River, off Fernandina, Fla. I have no direct information of her whereabouts. With regard to supplying you with coal, I do not think it will be in my power to do so, as we are short, and I have received no orders to return to Hampton Roads. The *Wabash* may have it in her power to do so.

Very respectfully, G. J. PENDERGRAST,
Flag-Officer, Commanding West India Squadron.

Captain FAUNCE,
U. S. S. Harriet Lane.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting a communication from Commander Hickley, R. N., commanding H. B. M. S. Gladiator, regarding the open state of the blockade of North Carolina, and a report from Commander Livingston, U. S. Navy, commanding U. S. S. Penguin, of the cruise of that vessel and destruction of the blockade runner Louisa.

U. S. S. MINNESOTA,
Hampton Roads, August 16, 1861.

SIR: I have the honor to enclose copy of a letter (placed on board the steamer *Quaker City* at Cape Henry yesterday) from H. D. Hickley, commander of H. B. M. S. *Gladiator*, now on his way to New York.

Also copy of report of Commander J. W. Livingston, of the U. S. S. *Penguin*.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosures.]

H. B. M. S. GLADIATOR,
Off Cape Henry, August 15, 1861.

SIR: I beg leave most respectfully to represent to you the open state of the blockade of the inlet and ports undermentioned off the coast of North Carolina:

Entrances to Cape Fear River and port of Wilmington; port of Beaufort; Ocracoke Inlet to Pamlico Sound.

I have the honor to be, sir, your most obedient, humble servant,

H. D. HICKLEY,
Commander H. [B.] M. S. Gladiator.

Flag-Officer SILAS H. STRINGHAM,
U. S. Frigate Minnesota.

U. S. S. PENGUIN,
Hampton Roads, Virginia, August 15, 1861.

SIR: In pursuance of your instructions of the 30th ultimo, I proceeded to the mouth of Cape Fear River to blockade that neighborhood.

At midnight of the 31st I spoke U. S. ship *Savannah* north of Hatteras, and next day changed signals with U. S. S. *Union* south of Hatteras.

On my arrival at Cape Fear I anchored at the south channel, visited both channels alternately, and cruised about the shoals with a view to intercept vessels and maintain the blockade to the best advantage.

On the 4th instant boarded brig *Sarah Starr* and schooner *Mary Alice*, prizes to U. S. S. *Wabash*, with prize crew on board and bound to New York.

On the morning of the 6th instant discovered an open boat, containing four negroes, with a white flag flying on a staff, and pulling for the ship. I took them on board; found them intelligent; they gave me useful information; one of them informed me that he had been as pilot to the steam tug *Uncle Ben* on the river, that he had heard her captain (Price) say that he had determined to arm her and the steamer *North Carolina*, another propeller vessel on the river, and go out to capture

this vessel. I notice the above daily engaged at some business at the fort, and also a steamer making daily trips upon the river. These men also informed me that there were two privateers at Beaufort. They had heard the white people state that it was the best place, as there was no blockade there. I learned the names of the privateers to be the *Mariner* and *Gordon*, steamers. The latter was a trader between Charleston and Wilmington, but had lately gone to Beaufort.

On the 10th instant fell in with and spoke H. B. M. S. *Gladiator*, off the point of the shoals. Her commander put sundry questions to me in relation to the blockade.

I presume it is unnecessary to inform you that it requires two vessels to effectually blockade Cape Fear. It has two mouths. To reach one from the other a cruise of 40 miles is necessary, and the enemy always hoisted a flag on the light-house to indicate which side the blockading vessel may be, and making signal lights at night. I can not learn that any vessels have succeeded in getting in or out during my stay there. I endeavored to deceive them by running at night and concealing my position. On the morning of the 11th instant I discovered a schooner standing over the south side of the shoal, apparently endeavoring to reach the river. I gave chase, he having a leading wind and as much as he could carry, too; after a pursuit of five or six hours, came near enough to make it doubtful to him if he could reach the channel; he therefore attempted another channel, but ran upon a reef near the light-house, distant about 3 miles from the fort, and just within reach of my guns. He soon keeled over, filled with water—the sea running high—and became a wreck, vessel and cargo, the sea making a complete breach over her.

The negro pilot above mentioned informed me that he knew the vessel well; that she is the schooner *Louisa*, of Wilmington, about 200 tons burden; sailed from Wilmington a few weeks since with lumber for one of the West India islands, and was to have brought in return a load of coffee.

On the 12th instant, my coal running low, the engineer reporting about four days' coal supply on board, and the weather showing signs of change, I thought prudent to return to this port.

Very respectfully, sir, your obedient servant,

J. W. LIVINGSTON,
Commanding U. S. S. Penguin.

Flag-Officer SILAS H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Commander Livingston, U. S. Navy, commanding U. S. S. Penguin, regarding the condition of that vessel.

U. S. S. PENGUIN,
Hampton Roads, August 16, 1861.

SIR: I feel it my duty to inform you of the condition of this vessel, having been in command of her since June last, on river and sea duty. Her engineer reported as follows, viz: Her boiler requires bracing fore and aft; it has already started 2 inches. Rock shaft wants lengthening to give it another bearing to support it. The cut-off eccentrics want keying on the shaft, in place of the set screws which now hold them. Her battery is all in her bow, consequently she must always be kept in a certain position to be effective, and might easily be taken at

anchor over her stern or quarter, where she should at least have one 32-pounder gun on each quarter and a light rifled gun [on] her poop deck. She bears her armament very well forward in smooth weather, but in a seaway the length and weight of metal outside when the guns are run out cause them to leap, guns and carriages, seaward in a fearful manner, independent of train tackle, so as to be almost uncontrollable and useless. Her hull seems in good condition up to her gun deck, and sufficiently heavy; but all above, including her upper-deck joiner-work, only intended to protect cargo from rain, is light, leaky, and insecure, and will inevitably be [swept] away in gales at sea. Her numerous hatches render her fires liable to be extinguished. Her stern frame and deadwood is very light and insufficient to protect her from the seas in her squatting, which is great and throw her propeller out of water. Her light sails and spars are too light for service in moderate weather; her storm sails are well, but are not secured in a proper manner; her stays are too light and the bolts are secured into light carlines, which must give way when the strain is brought on them; the stays have already fallen about our heads. To conclude, she will answer well, in my opinion, for river service, and may be made to answer for tolerable sea service, but should have something to depend upon when her engines stop or fail in tight places.

Very respectfully, sir, your obedient servant,

J. W. LIVINGSTON,
Commanding U. S. S. Penguin.

Flag-Officer SILAS H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

[First endorsement.]

I recommend that the *Penguin* go to Philadelphia for repairs and a proper adjustment of her battery, and that a lieutenant be appointed to the command in place of Commander Livingston, whose services will be required for a larger vessel.

H. PAULDING.

[Second endorsement.]

Not at present. The *Penguin* has been ordered to operate in the Potomac Flotilla.

[G. WELLES?]

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding distribution of regular officers of the Navy.

NAVY DEPARTMENT, *August 16, 1861.*

SIR: Your dispatches of yesterday received. The *Union* might be employed in the waters of the Chesapeake until other vessels will enable the Department to dispense with her services. Congress not having authorized the appointment of midshipmen other than filling the few vacancies North, none of that class can be given to you, but all the master's mates or acting masters you require will be ordered. As the naval vessels increase, regular officers of the Navy must be withdrawn from our large ships, leaving a skeleton naval organization on board. The alternative of this is to create a navy at once from the merchant

service without the naval element. The Department has purchased the steamer *Quaker City* and will inform you of the day on which the charter ceases.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, forwarding information regarding the loading of the ship Alliance at St. John, New Brunswick, for Charleston, S. C.

NAVY DEPARTMENT, *August 16, 1861.*

SIR: The following is an extract of a letter received at this Department to which your attention is called:

The ship *Alliance*, belonging to Charleston, S. C., is now loading at St. John, New Brunswick, for Charleston. A great part of her cargo is taken to her by the steamers from Boston. She flies the Palmetto flag at her masthead, and it is said has partly changed hands, British subjects being the purchasers. She is nearly ready. I have the above facts from the agent of the steamer *New York*, which plies between St. John and Boston.

I am, very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report regarding capture of the schooner Albion, August 16, 1861.

U. S. S. MINNESOTA,
Hampton Roads, August 24, 1861.

SIR: I have the honor to inform the Department of the arrival of the U. S. S. *Pawnee.*

I enclose a copy of report of Flag-Officer Pendergrast in reference to the schooner *Albion*, brought to this point by the U. S. S. *Seminole.* In compliance with the orders of the Department I yesterday forwarded the 9 prisoners—5 of pirate *Dixie* and 4 of pirate *York*—to Lieutenant-Colonel Martin Burke, commanding Fort Lafayette. They went in the steamer *City of New York*, under charge of Acting Master R. O. Patterson, U. S. Navy.

In forwarding the resignation of Midshipman A. D. Wharton, I can not but hope all such persons may be restrained from going back to the rebellious States, carrying with them the information they are able to give and soon to take arms against the Government they are sworn to defend.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

U. S. FLAGSHIP ROANOKE,
Off Charleston, S. C., August 19, 1861.

SIR: I have the honor to enclose to you the papers belonging to the British schooner *Albion* captured off this place, accompanied by a letter giving the particulars.

The address of the letter I have left blank, so that you may send it to whatever court or district attorney you may deem proper.

The schooner I shall send to Hampton Roads in charge of a prize crew in tow of the *Seminole*, which vessel I send to Hampton Roads for the purpose of replenishing her coal. She has exhausted all here, and I find it necessary to supply her with enough to take her to Hampton Roads.

It is desirable that a steamer carrying more coal and of greater speed should be sent here in place of the *Seminole*.

You will please have the four prize crews sent back to this ship, as their accounts are here; the prize master is attached to the *Seminole*.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,
Flag-Officer, Commanding West India Squadron.

Flag-Officer SILAS H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

[Subenclosure.]

U. S. FLAGSHIP ROANOKE,
Off Charleston, S. C., August 19, 1861.

SIR: Herewith you will find enclosed the papers belonging to the British schooner *Albion*, Captain Silas H. Martin, from Cardenas, Cuba, cleared for Yarmouth, Nova Scotia, but evidently intended to enter Wilmington, N. C. (as will be seen by letter No. 6), from which port she cleared on the 13th day of July with a cargo of spirits of turpentine and tobacco. The said schooner was captured on the evening of the 16th about 20 miles from Charleston Bar by the squadron under my command.

The *Albion* was built in Wilmington, N. C., in the year 1856 and her name was *Wingan;* she was bought by Nehemiah Kelly Clements, of Yarmouth, Nova Scotia, at Charleston, S. C., on the 10th day of July, 1861 (Charleston was blockaded in June, 1861). There is also a certificate from the British vice-consul stating that on the 13th day of July, 1861, there was no custom-house of the United States in the port of Wilmington, N. C., the same having been closed by State authority and not reopened by order of the U. S. Government and also up to the same date the port of Wilmington had not been blockaded, except by proclamation, by any force of the United States.

The *Roanoke* was off Wilmington July 12 and 13 at anchor, but issued no notification of a blockade. Subsequently the U. S. S. *Daylight* was there, and I learn issued a notification.

The prize master of the schooner will be able to give any information in regards to her capture that the court may desire.

Very respectfully,

G. J. PENDERGRAST,
Flag-Officer, Commanding West India Squadron.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, urging that the British consul at Charleston be restrained from issuing to vessels provisional certificates of ownership.

U. S. FLAGSHIP ROANOKE,
Off Charleston, S. C., August 19, 1861.

SIR: You will perceive by looking over the papers belonging to the British prize schooner *Albion*, captured while hovering about this port, that the British consul for North and South Carolina is countenancing the transfer of American vessels and issuing provisional certificates of ownership.

My opinion is that this business is destined sooner or later to involve the Governments in difficulty, and that issuing of these certificates is only for the purpose of covering American vessels with the protection of the British flag and by that means avoid the operation of a blockade to some extent.

The vessel alluded to was built in North Carolina, and was manned by North Carolinians now in open rebellion against the Government of the United States. I think it would be well if those in authority would do something at this time to prevent it, and thereby save the officers of the blockade from these difficult and nice questions.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,
Flag-Officer, Commanding West India Squadron.

Flag-Officer S. H. STRINGHAM,
Atlantic Blockading Squadron.

Proclamation of the President of the United States declaring the inhabitants of the Southern States in a state of insurrection and forbidding all commercial intercourse with the same.

WASHINGTON, *August 16, 1861.*

By the President of the United States of America.—A proclamation.

Whereas on the 15th day of April the President of the United States, in view of an insurrection against the laws, Constitution, and the Government of the United States, which had broken out within the States of South Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana, and Texas, and in pursuance of the provisions of the act entitled "An act to provide for calling forth the militia to execute the laws of the Union, suppress insurrections, and repel invasions, and to repeal the act now in force for that purpose," approved February 28, 1795, did call forth the militia to suppress said insurrection and cause the laws of the Union to be duly executed, and the insurgents have failed to disperse by the time directed by the President; and

Whereas such insurrection has since broken out and yet exists within the States of Virginia, North Carolina, Tennessee, and Arkansas; and

Whereas the insurgents in all the said States claim to act under authority thereof, and such claim is not disclaimed or repudiated by the persons exercising the functions of government in such States, or in the part or parts thereof, in which combinations exist, nor has such insurrection been suppressed by said States:

Now, therefore, I, Abraham Lincoln, President of the United States, in pursuance of an act of Congress passed July 13, 1861, do hereby declare that the inhabitants of the said States of Georgia, South Carolina, Virginia, North Carolina, Tennessee, Alabama, Louisiana, Texas,

Arkansas, Mississippi, and Florida (except the inhabitants of that part of the State of Virginia lying west of the Alleghany Mountains, and of such other parts of that State and the other States hereinbefore named as may maintain a loyal adhesion to the Union and the Constitution, or may be from time to time occupied and controlled by the forces engaged in the dispersion of said insurgents) are in a state of insurrection against the United States, and that all commercial intercourse between the same and the inhabitants thereof, with the exceptions aforesaid, and the citizens of other States and other parts of the United States is unlawful and will remain unlawful until such insurrection shall cease or has been suppressed; that all goods and chattels, wares, and merchandise coming from any of said States, with the exceptions aforesaid, into other parts of the United States without the special license and permission of the President, through the Secretary of the Treasury, or proceeding to any of said States, with the exceptions aforesaid, by land or water, together with the vessel or vehicle conveying the same, or conveying persons to or from said States, with said exceptions, shall be forfeited to the United States; and that from and after fifteen days from the issuing of this proclamation all ships and vessels belonging in whole or in part to any citizen or inhabitant of any of said States, with said exceptions, found at sea or in any port of the United States will be forfeited to the United States.

And I hereby enjoin upon all district attorneys, marshals, and officers of the revenue and of the military and naval forces of the United States to be vigilant in the execution of said act and in the enforcement of the penalties and forfeitures imposed or declared by it, leaving any party who may think himself aggrieved thereby to his application to the Secretary of the Treasury for the remission of any penalty or forfeiture which the said Secretary is authorized by law to grant, if in his judgment the special circumstances of any case shall require such remission.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done in the city of Washington this 16th day of August, in the year of our Lord 1861, and of the Independence of the United States the eighty-sixth.

ABRAHAM LINCOLN.

By the President:
WM. H. SEWARD,
Secretary of State.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding clothing for fugitive slaves.

U. S. S. MINNESOTA,
Hampton Roads, August 17, 1861.

SIR: I have the honor to inform the Department that the negroes who have sought our protection are destitute of clothing. Have I permission to distribute some clothing to them as well as their food rations? They are employed by us.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

If employed, they are entitled to compensation, and articles of clothing could be furnished them in payment.

[G. W.]

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the apparent cessation of intercourse between the eastern and western shores of the Chesapeake Bay.

U. S. S. MINNESOTA,
Hampton Roads, August 19, 1861.

SIR: I have the honor to report the return to this point of the U. S. S. *Louisiana*, Lieutenant Commanding A. Murray, from a cruise of a week up the Chesapeake, on the eastern shore of Virginia and outside of Cape Charles.

He reports nothing of great importance, but from the absence of schooners and other bay craft, except at anchor up the creeks, and from the tone of loyalty of the inhabitants at different points where he stopped, thinks the intercourse by water from that shore to the western is nearly stopped, and that the presence of a single steamer will be all sufficient. I shall continue him there, after I have used this vessel on the North Carolina coast for a short time.

I have just received a report from the *Louisiana*, complaining some of her engine.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding movements of the U. S. steamers Iroquois and Harriet Lane.

U. S. FLAGSHIP ROANOKE,
Off Charleston, S. C., August 19, 1861.

SIR: I have the honor to inform you that the U. S. S. *Iroquois* arrived here on the 8th instant and left shortly afterwards to take up her position off Savannah.

August 14, the U. S. S. *Harriet Lane* arrived in search of the frigate *St. Lawrence*, but did not sail until the morning of the 16th, owing to the bad weather at that time.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,
Commanding West India Squadron.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding request of British consul at Charleston, S. C.

U. S. FLAGSHIP ROANOKE,
Off Charleston, S. C., August 19, 1861.

SIR: I have the honor to inform you that on the morning of the 14th instant her British Majesty's consul came off under a flag of truce,

desiring me to deliver a letter from himself addressed to Commander Lyons, of H. B. M. steam sloop *Racer*, or the commander of any of her Majesty's vessels of war off Charleston; also, one addressed to the master of the British ship *Palinurus*, from Calcutta.

Very respectfully, your obedient servant,

G. J. PENDERGRAST,
West India Squadron.

Flag-Officer S. H. STRINGHAM.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, enjoining greater vigilance and activity in the suppression of commercial intercourse with the ports of North Carolina, and regarding closing the inlets by sinking vessels filled with stone.

NAVY DEPARTMENT, *August 19, 1861.*

SIR: Information and events of daily occurrence indicate with unerring certainty that there are connected schemes to carry on commercial intercourse on the coast of North Carolina, and particularly with Wilmington and Beaufort. As no proclamation has yet been issued for closing the ports, you will continue to guard the coast with the force at your command under the instructions heretofore given in the nature of a blockade. This puts us somewhat at disadvantage, but the greater vigilance and activity must be exercised by our squadrons.

It is believed that the well-devised and matured plan of closing the inlets by sinking vessels ballasted with stone will materially aid your operations.

The Department has been at no small labor and expense in this matter, and anticipates it will have your assistance in carrying it into successful effect. But this, even if well done, will not alone be sufficient to interdict communication with that troublesome coast. There must be unceasing vigilance and sleepless watch over every part of it, and vessels in addition to those already under your command will be constantly added to your squadron, that an effectual stop may be put to the fraudulent schemes that are planned to violate the orders of the Government interdicting commerce with the insurgents. It is months since communication with the insurgents was prohibited, and no vessel approaches that coast with a view to traffic or to enter any of the ports without knowing it is transgressing the interdiction. Still, as the ports are not closed by proclamation, you must continue to warn off, under your original instructions, all vessels, instead of capturing, as you would were the ports closed. Vessels that may leave the insurgent ports which you are guarding without legal clearances you will seize and send in as heretofore. If it is claimed there is not effective blockade, and therefore they are entitled to depart, still, they must not disregard our municipal laws and the requirements of the National Government. If they do, they incur the penalties and are subject to the forfeitures which the laws impose. I allude more particularly to these distinctions and to the condition of affairs on the North Carolina coast, because there is manifestly an extensive scheme of deliberately concerted measures to evade your vigilance and disregard the laws in that quarter. These schemes must be broken up and your efforts must be strong and effective to that end. Until the ports are closed by proclamation you will do this, I am aware, under many disadvantageous cir-

cumstances, but the contemplated obstructions and your own energy and activity must accomplish it.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of exchange of courtesies with a Dutch frigate, and of the arrival of witnesses in the Petrel case.

U. S. S. MINNESOTA,
Hampton Roads, August 20, 1861.

SIR: I have the honor to inform the Department of the arrival yesterday at this point of a Dutch 50-gun frigate. On her way in she grounded near Cape Henry. Assistance was promptly given by the U. S. S. *Quaker City*. After trying ineffectually to tow the frigate off, Commander Carr came up and reported to me, bringing with him a lieutenant from the frigate.

I immediately made arrangements for ample assistance of men and tugs (sending ashore to request the use of some of the latter belonging to the Army, which was with alacrity complied with), but fortunately, before our forces could be prepared, we were gratified to see the frigate approaching. She anchored before night, apparently uninjured.

This morning the frigate fired a national salute of twenty-one guns; also saluted my flag with fifteen guns. The national salute was returned promptly by Fortress Monroe, and the *Cumberland* answered the salute to my flag. Afterwards I had the pleasure of a call from the captain of the frigate, commodore of the Dutch West India Squadron. He asked permission to pass with his vessel to Annapolis to communicate with his minister at Washington, which I cheerfully granted.

On his leaving this ship I hoisted his national flag at the main and saluted with eleven guns, the number due his rank as commodore. This attention was promptly acknowledged by a lieutenant from the frigate bearing the commodore's thanks.

The *Harriet Lane* arrived to-day with Midshipman C. S. Cotton and Ezekiel Buckmaster, landsman, from the *St. Lawrence*, witnesses for the United States against the pirates of the *Petrel*.

I have sent them to Philadelphia, with orders to Mr. Cotton to report to the honorable Secretary of the Navy, also to Captain Du Pont, and to communicate with the United States district attorney.

I have the honor to acknowledge receipt of letter from the Department of August 19, 1861, containing copy of communication from E. and G. W. Blunt.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Captain Faunce, U. S. Revenue Marine, commanding U. S. S. Harriet Lane, regarding the cruise of that vessel from Savannah, Ga., to Fortress Monroe, Va.

U. S. S. HARRIET LANE,
Off Fort Monroe, August 20, 1861.

SIR: I have the honor to report the arrival of this vessel under my command from off Savannah after a passage of about seventy hours. In obedience to your instructions dated 12th August, I left Cape Henry at 12:15 p. m. for Savannah. Nothing worthy of note occurred until the next day, when at 11:20 a. m. spoke H. B. M. S. *Gladiator*. August 15 came to anchor off Charleston Bar, near the U. S. S. *Seminole*, the *Roanoke* laying at anchor to the eastward. At 11 a. m. got underway and stood toward the flagship, coming to anchor near her at 12:30 p. m. Sent an officer on board with the mails; he returned at 5:25 p. m.

August 16, at 6:10 a. m., got underway, and at 1:30 p. m. came to anchor off Savannah, near the U. S. frigate *St. Lawrence* and steamer *Iroquois*. A boat came from the first-named vessel and received all the mail remaining on board of this ship for the squadron. On the 17th, at 8:45 a. m., a midshipman and a seaman from the *St. Lawrence*, witnesses in the *Petrel* case, came on board. At 11:25 a. m. got underway on my return voyage, which has been accomplished without anything of special note occurring. When off Charleston we encountered a heavy gale, which lasted nearly four days.

I am, sir, very respectfully, your obedient servant,

JOHN FAUNCE, *Captain.*

Flag-Officer S. H. STRINGHAM,
U. S. S. Minnesota, Hampton Roads, Virginia.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of a reconnoissance by that vessel in the Rappahannock River.

U. S. S. MOUNT VERNON,
Rappahannock, August 20, 1861.

SIR: I have to report that yesterday I stood up the river as far as the town of Urbana, a distance of 20 miles. I carefully examined both banks of the river, and I can assure the flag-officer that there is nothing in the shape of guns or entrenchments as far up the river as that point. I shall keep a bright lookout, and should the *St. Nicholas* come down with her 500 slaves we will do all in our power to give them a warm reception.

This morning a negro deserter named Balinar Robinson came on board and claimed our protection, which was granted him. He belongs to John Robins, of Lancaster County, Va., who resides near Mosquito Point, is now under arms in the State of Virginia, and is a strong secessionist. This slave informs me that there are no entrenchments about being thrown up at Mosquito Point, nor is there any force on the banks of the river except the home guards for the protection of the farms.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

Flag-Officer SILAS H. STRINGHAM,
Commanding the Atlantic Blockading Squadron.

Order of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, to Commander Lee, U. S. Navy, commanding U. S. ship Vandalia, to proceed off Charleston Bar.

U. S. FLAGSHIP ROANOKE,
Off Charleston, S. C., August 20, 1861.

SIR: You will proceed in the *Vandalia* and take up a position off Charleston Bar at the distance of 6 or 7 miles from Charleston light-house, it bearing N. W.

You will keep topsails loosed during the day and everything ready for slipping, so that you can give chase to any vessel making its appearance.

I shall follow you in this ship and take up a position near you.

Very respectfully,

G. J. PENDERGRAST,
Flag-Officer, Commanding West India Squadron.

Commander S. P. LEE,
U. S. Ship Vandalia.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information of rumored attack on blockading fleet off Savannah, Ga., and of the ship Alliance, loading in the port of St. John, New Brunswick, or Charleston, S. C.

NAVY DEPARTMENT, *August 20, 1861.*

SIR: I enclose herewith an extract of a letter from Moses Ely, of New York, forwarded to this Department by the honorable Secretary of State, relative to a supposed intention to attack the United States vessels engaged in blockading the port of Savannah. Also a copy of a paper forwarded to the Department by Mr. St. J. B. Skinner, with information in regard to the ship *Agnes Lee.* Also copy of a dispatch, dated August 9, 1861, addressed to the State Department, from the U. S. vice-consul at St. John, New Brunswick, in relation to the British ship *Alliance*, then loading at that port. Also copy of a communication* from Charles H. Smith to Commodore Breese, and by him referred to the Department, reporting his capture in the schooner *Nathaniel Chase* by the rebel privateer *Mariner*, and giving important information. I would call your particular attention to a copy of a communication (anonymous) addressed to the collector at New York and forwarded to the Department by the Secretary of the Treasury, in regard to a vessel of Belfast, from Liverpool, bound to Wilmington, N. C. It is important and essential that a vigilant supervision be kept up off Wilmington and the North Carolina coast.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosures.]

NEW YORK, *August 9, 1861.*

SIR: This morning I telegraphed you that I had reliable information from Savannah that our blockading force at that point was threatened.

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* See Vol. 1, p. 51.

I am informed that there are but two of our vessels of war near Savannah now, and that the preparations of the rebels are such that those can be captured unless immediate steps be taken to thwart the design.

In making this communication I do not know that I announce anything that the authorities at Washington were not before fully apprised of, but I prefer to give my country the benefit of the doubt, and have thought best to write to you as well as to telegraph, so that in case you had not been previously informed as to these matters I might, if possible, convince you of the entire reliability of my statement.

* * * * * * *

Respectfully, yours,

MOSES ELY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Ship *Agnes Lee*, loading with arms at Cardiff, bound to St. Thomas, West Indies. There the arms are to be transferred to coasters and fishing vessels of small draft and run into Southern inlets and ports as occasion offers. Although the arms will be for Southern account, it is not probable that they will cease to become British property except as each lot may be transferred to the coasters.—[Forwarded to Department by Mr. St. J. B. Skinner.]

CONSULATE OF THE UNITED STATES,
St. John, New Brunswick, August 9, 1861.

SIR: I have the honor to submit for your consideration the following statement:

The British ship *Alliance*, Samuel D. Forrest, master, is now being laden at this port with a cargo consisting of pig and sheet iron, tin plate, percussion caps, quicksilver, a large quantity of cotton thread, and many other articles of merchandise contraband of war, ostensibly for Havana, but really designed, as I have reason to believe, to be ultimately discharged, directly or indirectly, in some port or post of the seceded States, for the benefit of the rebels.

The *Alliance* sailed from Liverpool about the 1st of May last for Charleston, S. C., with part of a cargo only, consisting of railroad iron and coals, and in attempting to enter that port was ordered off by the blockading squadron; sailed to New York, and subsequently from thence to this port, where she arrived about the 1st of June, and where she has since remained awaiting the orders of the owners.

She is a ship of about 524 tons, was built in the year 1836, and up to the 9th of October last, at which time she sailed from this port to Liverpool, was, to my knowledge, an American ship and owned at Charleston, S. C. Some time in the early part of the present year, as I am informed, she was sold to parties in Liverpool, who obtained for her a British register. A Mr. Lafitte and a Captain D. B. Vincent, both, as I understand, residents of Charleston, came here a few days since, and have been engaged in procuring here and from the United States the cargo of the ship. I understand from a source which I consider reliable that Captain Vincent commanded a vessel owned at Charleston, which was captured as a slaver off the coast of Africa in the winter of 1860 by H. B. M. S. *Falcon;* that he is a bold, resolute man, a good sailor,

and perfectly acquainted with every bay, harbor, and inlet on the Carolina coast, and I have some reason to believe that he will really have the command of this ship when she leaves the port. When the *Alliance* arrived here from New York it was reported that she had concealed under her coal arms and other munitions of war, but her cargo having been discharged and no such arms, etc., having been discovered, the report has proved unfounded.

I have the honor to subscribe myself, your obedient servant,

C. WHITAKER,
U. S. [*Vice*] *Consul.*

Hon. WILLIAM H. SEWARD,
Secretary of State, Washington.

LIVERPOOL, *August 2, 1861.*

SIR: The *Ariel*, of Belfast, Templeton, master, sailed from here some months ago for Wilmington, with salt and many contrabands of war, ran the blockade and got safely out and to this port with a cargo of tar and turpentine, etc. The round has paid the owner immensely—a fortune. The same vessel and master has just sailed from here with salt and contrabands, arms, etc., for the port of Wilmington again, but has cleared out for Baltimore as a decoy. The writer trusts you will have orders off Wilmington to pick her up. She is brig-rigged, about 200 tons register, a very long, narrow vessel to her tonnage.

Please keep this document yourself.

I have just heard the *Ariel* has not yet sailed, but will do so by Tuesday, the 6th instant.

COLLECTOR OF CUSTOMS,
New York.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting copies of captured Confederate letters disclosing plans for the evasion of the blockade.

NAVY DEPARTMENT, *August 20, 1861.*

SIR: I send herewith enclosed copies of two important letters addressed by a mercantile firm in Charleston to their correspondents in Liverpool. The originals were found in the possession of Robert Muir, recently arrested in New York when about to embark for Liverpool. They disclose movements which it is hoped you being thus advised may prevent. The high prices that rule in the ports occluded, both of consumption and supply, sharpen the wits and stimulate the energies of the insurgents to escape your vigilance.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosures.]

CHARLESTON, *August 6, 1861.*

DEAR SIR: I am in receipt of your valued favors (by this morning's mail) of 29th June, 7th and 13th July. The sales advised are satisfactory. I see that a large quantity of the old rosin was delivered by the

warehouseman in error. There was some very nice rosin in those shipments, and nearly all of it weighed heavy. Watch them closely and make them pay for their mistakes.

The schooner *Henry Middleton* (a first-class vessel) is loading with spirits for Liverpool. She will take about 600 barrels. A number of persons are interested in the vessel and cargo, and we intend her to run the blockade and enter your port under the Confederate flag. The vessel and cargo go consigned to you. If she arrives safe, we wish the proceeds of her cargo reinvested in such articles as are much wanted here, viz: Tin plates, F. C. charcoal, 10 by 14; 60 boxes I. C., 14 by 20; 30 boxes I. C., 12 by 12; 10 boxes IX, 10 by 14; 10 boxes IX, 14 by 20; 40 boxes IX, 12 by 12; 10 boxes DX, 12 by 17; 10 boxes IXXX, 10 boxes terne or roofing tin, 2 C; 300 boxes sheet iron, R. G., Nos. 24, 25, 27; several bundles of each. Iron wire, Nos. 9, 10, 11, 12, 13, 14, 15; several bundles of each. Iron rods, $\frac{1}{4}$-inch; 40 ingots of tin metal weighing about 30 pounds each; 2,000 to 3,000 pounds lead in pigs or ingots, an assortment of blacksmith's iron, such as I sent you a list of some time since; several boxes of sewing cotton, white, assorted numbers.

Mr. Robert Muir, of this place, one of the parties interested in the adventure, and by whom I send this, will confer with you and advise what other articles to send out, and also whether it will be advisable for the schooner to clear for a Northern port, so that in case she is ordered off by the blockading fleet she may proceed to New York or Philadelphia. Confer with Mr. Muir particularly on this point, and whether it would be necessary to put her under the British flag. Messrs. Ravenel, Huger & Milliken, of this place, also interested in the adventure, have agreed to fill her up with dry goods whatever room may be left after taking on board the goods purchased on the vessel's account.

The vessel and cargo I have insured here. I think Messrs. Ravenel, Huger & Milliken would be willing to pay a high freight, say £5 7s. per ton. Stewart, Wany & Co. are their agents and will furnish you with their goods when you require them for the schooner. I am under the impression that this war will soon be brought to a close. Watch closely the movement of your Government toward this country. If they interfere we will soon have things put to rights again. Endeavor to have some goods to meet the raising of the blockade. Salt is worth to-day $4 per sack. As a matter of course, if peace was declared, it would decline rapidly.

There is a large and fine crop of wheat made in this State and Georgia. A good business might be done in it if we only had an opportunity of shipping.

I remain, yours, truly,

R. T. WASKRO.

You will please mail the enclosed letters.

CHARLES MOORE, Esq.,
Liverpool.

CHARLESTON, *August 6, 1861.*

GENTLEMEN: By this morning's mail I am in receipt of your valued favors of the 14th and 29th of June and 5th and 12th of July. The sales advised and account sales enclosed are satisfactory. I am also in receipt of one from your London house, dated 29th of June. As I have

nothing of interest to communicate I will not write them, particularly as there is so much uncertainty of getting letters on by mail. I am pleased to see your spirits turpentine market has improved, and hope your next letter will advise of that, per *Albert*, at about 50 per cent. I do not think you will go much, if anything, above that. There have been 600 barrels spirits turpentine sold this week at 25 cents a gallon. It is intended for shipment to Liverpool direct from this port, notwithstanding our harbor is blockaded. There is some risk attending it, no doubt, but I think it will go safe. In case the vessel should be overhauled by the fleet, the captain has instructions to fire her. The parties making the shipment are determined the d——d Yankees will derive no benefit from it. The stock of spirits in this place is about 1,200 barrels; none of it for sale under 30 cents. There will be very little fine rosin received here this season in comparison with the last, many of the distillers having abandoned the business.

I sent you a newspaper a short time since giving you a correct report of the battle of Manassas. I see the New York Herald makes out that there were only 380 United States troops killed. There is no doubt whatever that 8,000 were left dead on the field of battle. There is no reliance whatever to be placed on the accounts you receive from the North. Their papers contain more lies than lines. I am afraid we will have to whip them again before they will recognize our independence. You may soon expect to hear of another fight.

I remain, yours, truly,

R. T. WASKBO.

Messrs. MACLEAN, MARIS & Co.,
Liverpool.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information of a rumor of shipment of arms from Liverpool for the Southern States, and the depredations of Confederate privateers.

NAVY DEPARTMENT, *August 20, 1861.*

SIR: I enclose for your information a copy of a dispatch received by the honorable Secretary of State from the U. S. vice-consul at Liverpool.

Very respectfully,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

[Enclosure.—Extracts.]

U. S. CONSULATE, *Liverpool, August 3, 1861.*

SIR: * * * I received information about ten days since that a Mr. Grazebrook, an arms broker here, was executing a large order for rifles for the South; that they were being packed first in boxes and then in crates to resemble earthenware, in a private warehouse taken for the purpose, and that Messrs. Fraser, Trenholm & Co. (so frequently mentioned in former dispatches) were to pay for them. I at once informed Mr. Adams, and have since had the place closely watched, and I trust to be able to inform you how and for what place they are shipped. A letter received yesterday from the consul, London, confirms my suspicions. Mr. Morse writes that a Liverpool broker named Graze-

brook is endeavoring to buy out a contract of Mr. Henderson, of Birmingham, for 17,000 Enfield rifles, and asks his character. A large quantity of rifles, etc., are being shipped here by screw steamer *Talisman* for Port au Prince and Colon; she has already about 50 cases aboard. She is loading for Port au Prince, Kingston [Jamaica], Aspinwall, and Colon, is about 1,000 tons, black hull, three masts, schooner-rigged. She has been several times to New Orleans. A number have also been shipped for Vera Cruz, and a large quantity by the screw steamers for New York since my last. On the 31st July the bark *Thomas Watson*, of Mobile, from Wilmington, N. C., on 6th July, arrived here with the Confederate flag flying at her peak. She was desired to haul it down by the revenue officer who boarded her, but refused, and entered the dock with it flying. A number of shipmasters have intimated to him that they will pull it down if he hoists it again. I have advised them to abstain from any breach of the peace, and addressed a note to the captain warning him of the probable consequences of his again hoisting the flag. She has a Confederate register issued at Mobile, but no United States papers. I am informed by some of her crew that she got away from Wilmington without seeing any of the blockading vessels.

Quite a number of seamen have applied to me for relief, stating that they are from Southern ports into which they had been carried with their vessels by privateers. One of them was master of schooner *Transit*, of New London, and states that his vessel was returning to New York from Key West and Tortugas, where he had been with Government stores; that the privateer steamer *Winslow* was armed with one large swivel gun and had a crew of about 40 men; that she had also on board 12 young men who were going to a masked battery which was being constructed on Hatteras Inlet; that some of her crew had belonged to captured vessels, and that some of his own crew joined the pirates. He stated also that his vessel was to be fitted as a privateer, and that all captured vessels found fit were converted into privateers. He expresses his conviction, founded on what he heard there, that there are a large number of privateers in the Gulf, and even as far north as New York. I shall send him to New York with two of his crew by the steamer on Wednesday next. I enclose a copy of his affidavit and of the pass given him by the governor of North Carolina. The other vessels reported captured are: *Panama*, *John Adams*, and *Mermaid*, by the *Calhoun*, 23d May, and taken into New Orleans.

I send enclosed a citation received by the mate of the *John Adams* to appear before the prize court of Louisiana.

I have just learned that the brig *Bella*, mentioned in my dispatch of the 12th instant, sailed last evening. She cleared for Port au Prince, has a black hull, and female figurehead. She has on board about 140 cases of arms and a number of other packages of a suspicious character.

I would call the attention of the Secretary of the Treasury to the very large excess of manufactured goods now being exported hence to Canadian ports, and to remarks in the money articles of the London Times of the 29th and 30th, that this excess may be attributed to smuggling into the United States.

With high respect, I am, sir, your obedient servant,

H. WILDING.

Hon. F. W. SEWARD,
Assistant Secretary of State.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding prisoners and the proposed expedition to Hatteras Inlet.

U. S. S. MINNESOTA,
Hampton Roads, August 21, 1861.

SIR: I have the honor to inform the Department that I have this day ordered the *Anacostia*, Lieutenant Commanding N. Collins, to Washington.

I have sent on board of her four sick men from the *Savannah*, five prisoners from the U. S. S. *Wabash*, late of the pirate *Dixie*. Their names are George C. Gladden, John H. Marshall, J. D. Culver, Richard Forrest, and Charles Gonzales. Midshipmen Phoenix, McGlensey, and McKay can testify against them; also Prize Master J. W. Bentley, of the *Mary Alice*. Also four prisoners from the *Minnesota*, brought in by the U. S. S. *Union*, late of the pirate *York*. Their names are Patrick McCarty, John Williams, Archibald Wilson, and James Riley. The last is a deserter from the U. S. Marine Corps, some year or two ago at Norfolk. He was a sergeant.

Lieutenant Commanding Collins has orders to retain charge of the prisoners until duly [relieved] by the Department.

I have just returned from calling on General Wool, consulting with reference to the proposed expedition to Hatteras Inlet. The Navy will be prepared by Thursday, I hope, but by Saturday, at furthest, and in time for the Army.

I think there need be no doubt about the result. I must, however, renew my opinion as to the absolute necessity for retaining possession in force by the Army.

I have the honor to report the arrival of the U. S. ship *Nightingale* to-day, Acting Master [D. B.] Horne, jr.; also to acknowledge receipt of letters from the Department containing information of the ships *Alliance* and *Ariel*, and a contemplated attack on the blockading vessels at Savannah; also of August 19, apprising me of the sailing of the U. S. S. *Connecticut*, and of same date, with regard to Acting Assistant Surgeon William R. Bonsall; also copies of letters found in possession of Robert Muir.

I have received this morning from Acting Master J. B. Gordon, of the storeship *Benjamin Morgan*, a very humble apology for his conduct when coaling the *Wabash*. From its tone and promises I am induced to ask the Department to let him remain where he now is, and that his appointment may not be revoked.

Our harbor is nearly filled with vessels weather bound—seven or eight large ships at anchor down by light-boat. We have had a succession of gales. Nothing could have been done on the coast.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Order of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Collins, U. S. Navy, commanding U. S. S. Anacostia, to proceed to Washington navy yard for repairs.

U. S. S. MINNESOTA,
Hampton Roads, August 21, 1861.

SIR: You will prepare your vessel and proceed with her to the navy yard at Washington, first taking on board the four sick men from the

Savannah; also five prisoners now on board the U. S. S. *Wabash*, late of the pirate *Dixie;* also four men now on board the U. S. S. *Minnesota*, late of the pirate *York.*

You will report on your arrival to the honorable Secretary of the Navy and to the commandant of the navy yard, retaining possession of the prisoners until duly relieved.

If there is a new boiler prepared, you will, as soon as possible, have it placed on your ship and report to me for duty.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Lieutenant Commanding N. COLLINS,
U. S. S. Anacostia.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, regarding the capture of the schooner Henry Middleton, August 21, 1861, and enclosing report of Commander Lee, U. S. Navy, commanding U. S. ship Vandalia.

U. S. FLAGSHIP ROANOKE,
Off Charleston, S. C., August 24, 1861.

SIR: I have the honor herewith to enclose to you a copy of a letter* found on board the prize schooner *Henry Middleton*, of Charleston, S. C., captured on the 21st instant by the U. S. sloop of war *Vandalia.*

From the enclosed letter you will learn that it was their intention to fit out the said schooner as a privateer, though her papers show that she cleared for Liverpool, but I believe she intended to run into some nearer port.

The letter alluded to directs Captain Barclay, in case he should be boarded, to throw the package overboard, as it contained letters relating to fitting out his schooner as a privateer and would criminate him. On the *Vandalia* nearing the schooner they were seen to heave some papers overboard, no doubt those alluded to in the letter, but unfortunately for them the letter directing the captain to throw them overboard was left behind, which clearly proves what use they intended to make of the schooner. I enclose also a letter from Commander Lee, of the *Vandalia*, to the honorable the Secretary of the Navy.

The papers relating to the schooner are in charge of the prize master, Midshipman Kempff, of the *Vandalia*, who will proceed to Hampton Roads and report to you for your further orders.

Accompanying the papers to the judge is a letter from Commander Lee, giving full particulars of her capture and everything relating to her that will be of service.

The address of Commander Lee's letter is left blank, so that you may fill it up and send it to whatever court you may deem proper.

The following comprise the prize crew: Acting Midshipman Louis Kempff, U. S. Navy, of the *Vandalia*, as prize master; Chase (coxswain), Miller (ordinary seaman), of the *Vandalia;* Francis A. Eve (seaman), Michael Farley (seaman), James Gilkenson (ordinary seaman), Edwd. Lascalle (ordinary seaman), of the *Roanoke.*

I would feel obliged to you if you will have the above-named men returned to their respective ships.

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*Not found.

The prize master, Midshipman Kempff, and the men belonging to the *Vandalia* can give testimony as to her capture. I have thought it best to send the schooner in tow of a steamer, as it would be unsafe to send her by herself.

Before closing this letter I desire to express my approbation of the untiring zeal of Commander Lee, of the *Vandalia*, in assisting me in maintaining the blockade, and especially in capturing the schooner *Henry Middleton.*

Very respectfully, your obedient servant,

G. J. PENDERGRAST,
Flag-Officer, Commanding West India Squadron.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

P. S.—The prisoners, eight in number, taken on board of the schooner will be sent in the steamer which tows her.

G. J. P.

P. S.—The *Rhode Island* not having arrived, I sent the schooner to New York in charge of a prize crew on the 28th. The *Rhode Island* arrived last evening, the 30th.

G. J. P.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

[Enclosure.]

U. S. SHIP VANDALIA,
Off Charleston, August 21, 1861.

SIR: I transmit according to law the enclosed list of the officers and crew of this ship, being a complete list of all those who captured and of all those who were in sight at the time of the capture of the schooner *Henry Middleton*, of 103 tons, built in Charleston, S. C., owned in Charleston, and cleared from Charleston for Liverpool, with a cargo of 496 casks of spirits of turpentine and 65 barrels of rosin.

The *Henry Middleton* was discovered at daylight this morning running the blockade off Charleston, and was captured by the *Vandalia* at 1 p. m. to-day, in latitude 31° 58′ N., longitude 79° 15′ W., after a chase of eight hours, and about 50 miles in a southeast direction from Charleston Bar.

It appears that the *Henry Middleton* was intended hereafter to take out privateer papers. She was captured with the secession flag flying at her peak, and had a full set of papers from the "Confederate States of America."

The *Henry Middleton* is ordered into [New York], and I recommend that she should be fitted as a temporary light-boat for the use of the squadron off Charleston.

Respectfully, yours,

S. PHILLIPS LEE.
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the family of Colonel Segar.

NAVY DEPARTMENT, *August 21, 1861.*

SIR: You are authorized to send, at your discretion, a flag of truce and bring off the family of Colonel Jos. Segar and such others as you may deem proper.

Consult with Colonel Segar in regard to the time, etc.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of prisoners.

NAVY DEPARTMENT, *August 21, 1861.*

SIR: Your dispatch No. 101, dated August 6, enclosing report from Captain Mercer, of the *Wabash*, and asking instructions in regard to prisoners, has been received.

The War Department has consented to take charge of prisoners coming into possession of naval authorities, and has designated Fort Lafayette, New York Harbor, as the place of confinement. You will send any you may have to Lieutenant Colonel Martin Burke, commanding that fort, with a description and all the facts in regard to them.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding purchase of steamer Quaker City.

NAVY DEPARTMENT, *August 21, 1861.*

SIR: The *Quaker City* came into possession of the United States on the morning of the 19th instant, and you will continue the pay of the officers and crew from that date according to the schedule established by the former owners until her arrival at New York.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. steamers Susquehanna and Pawnee.

NAVY DEPARTMENT, *August 21, 1861.*

SIR: The *Susquehanna* sails to-day from Philadelphia to report to you at Hampton Roads. Orders have been sent to Captain Craven, com-

manding the Potomac Flotilla, to send the *Pawnee* to you if in his judgment she can be spared from the service.

Very respectfully,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the coal ship Nightingale.

NAVY DEPARTMENT, *August 21, 1861.*

SIR: Upon the arrival of the coal ship *Nightingale* at Hampton Roads from New York, you will direct her commanding officer to proceed with that ship immediately to Key West, Fla., and upon his arrival report to Flag-Officer Mervine, commanding U. S. Gulf Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Letter from the Assistant Adjutant-General, U. S. Army, to Major-General Wool, U. S. Army, in regard to the part to be taken by the Army in the expedition to Hatteras Inlet, North Carolina.

HEADQUARTERS OF THE ARMY,
Washington, August 21, 1861.

SIR: In reply to your letter of the 20th instant, the General in Chief directs me to say that this and the previous letter from you on the subject have been referred to the Navy Department; also, that it was not intended you should take any further action in relation to the expedition than to provide such troops for the same as on conference with Commodore Stringham should be found sufficient for the purpose. The expedition originated in the Navy Department, and is under its control.

I am, sir, very respectfully, your obedient servant,

E. D. TOWNSEND,
Assistant Adjutant-General.

Major-General JOHN E. WOOL, U. S. Army,
Commanding, etc., Fort Monroe, Va.

General report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.

U. S. S. MINNESOTA,
Hampton Roads, August 22, 1861.

SIR: I have the honor to acknowledge receipt of your letter ordering the U. S. ship *Nightingale* to Key West. She will sail immediately.

The *Cumberland* has sailed; she proceeds off Cape Hatteras to await the arrival of the expedition.

I also acknowledge receipt of letter of August 21, relating to family of Colonel Jos. Segar.

I have the honor to inform the Department that the *Dawn* has come down from her station for water. Her machinery is in a very bad condition. I think her unfit to recharter.

I enclose the resignation of Acting Master Josiah Snow. I gave him permission to go to Boston for five days. He has been gone for over a fortnight.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding fugitive slaves.

U. S. S. MOUNT VERNON,
Rappahannock [River], August 22, 1861.

SIR: I have to report that last night at 11: 30 a canoe came alongside with six negro deserters who claimed our protection, which I granted to them. Their names and those of their owners are as follows, viz: Crusoe Henderson, Atwell Taylor, Paul Hudley, and Wednesday James, belonging to Thos. Armstrong, of Lancaster County, Va., who is a secessionist; Charles Layton and Fielding Lunt, owned by Widow Elizabeth Kerr, of the same county.

The canoes in which the last two parties of negroes came off being old and worthless, I ordered them to be broken up and used for fuel.

We have now sixteen negroes on board of this vessel, who are consuming our provisions and water faster than I think is desirable. If you have a spare vessel that you can send up for them I shall be much obliged to you.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON.

Flag-Officer SILAS H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, in regard to the unseaworthiness of vessels chartered for the expedition to Hatteras Inlet, North Carolina.

NAVY DEPARTMENT, *August 22, 1861.*

SIR: The Department has received with extreme astonishment and regret the following copy of a letter* addressed to the General in Chief by Major-General Wool, and desires to be informed if, in the opinion of Commodore Stringham and Commander Stellwagen, the steamers chartered for this special purpose are unseaworthy.

Very respectfully,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

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*Not found.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, in regard to the unseaworthiness of vessels chartered for the expedition to Hatteras Inlet, North Carolina.

U. S. S. MINNESOTA,
Hampton Roads, August 23, 1861.

SIR: I have the honor to acknowledge the receipt of letter from the Department dated August 22, 1861, containing copy of communication from Major-General John E. Wool to Lieutenant-General W. Scott, General in Chief, dated Fortress Monroe, August 20, 1861.

In reply I have the honor to enclose a copy of my communication of August 20 to Major-General John E. Wool, my professional opinion having been asked.

I am free to say the opinion I then gave has undergone no change, considering the very unusual rough and boisterous weather we have had and yet continue to have in this quarter. It is now blowing so heavy from the north and east that vessels are running in for a harbor.

Very respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

U. S. S. MINNESOTA,
Hampton Roads, August 20, 1861.

SIR: I have been asked to give my professional opinion upon the fitness of the steamers *Adelaide* and *George Peabody*, now at this point, intended to take troops on the expedition to the coast of North Carolina near Cape Hatteras.

I can not hesitate long in pronouncing them unsafe in that stormy neighborhood, without having any port into which they can retreat in case of danger from the sea.

The *Spaulding* and *Joseph Whitney* are perfectly safe and have abundant room for the troops proposed to be taken; besides, we can take some on board the men-of-war if necessary.

The naval part of the expedition will be ready by Thursday unless the weather continues as at present, which forbids coaling, when Saturday will be as soon as I can prepare.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Major-General JOHN E. WOOL, U. S. Army.

Report of Commander Stellwagen, U. S. Navy, regarding the seaworthiness of the steamers Adelaide and George Peabody, chartered for the expedition to Hatteras Inlet, North Carolina.

U. S. S. MINNESOTA,
Old Point Comfort, August 23, 1861.

SIR: I have read the letter from the Hon. Gideon Welles, Secretary of the Navy, of 22d instant, respecting the steamers *Adelaide* and *George Peabody*, chartered for the Government by me.

Premising that I was verbally instructed to procure, if possible, two of the boats of the old Norfolk or Bay line, I obtained two of the best for the purpose of towing the small vessels. They are in good condition, and as seaworthy as the class of large bay boats usually are. They are well adapted to the purpose intended in good weather, the only time the expedition should be attempted, as its object can only be accomplished with a smooth sea and in light winds.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

Flag-Officer SILAS H. STRIGNHAM,
Commanding U. S. Naval Forces.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of his readiness for the expedition to Hatteras Inlet, North Carolina.

U. S. S. MINNESOTA,
Hampton Roads, August 23, 1861.

SIR: I have the honor to inform the Department that as far as the Navy is concerned, we are ready to-day to proceed on the proposed expedition to Cape Hatteras, yet to do so with the present high winds and rough sea would only result in failure of one object contemplated—closing inlets—as the schooners, loaded as they are, would soon founder.

I trust, however, that when the present rough wind subsides we may have a long continuance of pleasant weather, and that our final success may fully compensate for present vexatious delays.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the expedition to Hatteras Inlet.

U. S. S. MINNESOTA,
Hampton Roads, August 23, 1861.

SIR: I am surprised this morning by being shown copy of letter to Major-General Wool, dated Headquarters of the Army, Washington, August 21, in which it is stated that it was "not intended you (General Wool) should take any further action in relation to the expedition (to coast of North Carolina) than to provide such troops for the same as on conference with Commodore Stringham could be found sufficient for the purpose.

"The expedition originated in the Navy Department and is under its control."

I have always understood that I was to cooperate with the Army. To-day, in an interview with Major-General Wool, having been shown the letter above alluded to, I find I am compelled to act independently, which I shall not shrink from, but proceed immediately to perfecting

arrangements, and hope to leave to-morrow afternoon or Monday at furthest, if the weather permits.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Quaker City and other vessels.

U. S. S. MINNESOTA,
Hampton Roads, August 23, 1861.

SIR: I have the honor to acknowledge receipt of letter from the Department dated August 21, with reference to ownership of the *Quaker City*, and to pay of officers and crew "until her arrival at New York."

Am I to understand by the last clause that I must send the *Quaker City* to New York? I hope not, at present at least, as I have no steamer to spare that I think can take her place.

I have to inform the Department of the arrival of the *Seminole* to-day with a small prize. I acknowledge receipt of letter of August 21, with reference to supplying negroes with clothing, and in this connection report the arrival at this ship, sent from the *Mount Vernon*, of 16 negro men, sent last evening. Also of same date apprising me of sailing of *Susquehanna*, and that the *Pawnee* may report to me if Captain Craven can dispense with her services. Also same date enclosing copy of letter from Major-General Wool to Lieutenant-General Scott. I enclose reports* of *Mount Vernon*, Commander Glisson.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the evasion of the blockade of North Carolina.

NAVY DEPARTMENT, *August 23, 1861.*

SIR: From the enclosed copy of a letter communicated to this Department by the Secretary of State you will learn some of the means resorted to in order to traffic and carry on commerce with the insurgents. There is no portion of the coast which you are guarding that requires greater vigilance or where well-directed efforts and demonstrations would be more highly appreciated by the Government and country than North Carolina, which has been the resort of pirates and their abettors.

I trust you will be successful in breaking up the system.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

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* See pp. 95, 107.

[Enclosure.]

JOY HOUSE, *Washington, August 17, 1861.*

SIR: Having performed the duty assigned me, I herewith submit the facts:

I succeeded in finding the parties near Bath, Me., from whom I obtained the following facts, viz: That A. M. Godfrey, of Mobile, is now in London, where he will remain for some time (perhaps through the war) acting as a Southern agent. The ship belonging to him had discharged her cargo in Quebec, Lower Canada, sailed for London, and was expected to arrive about the time that he did.

The design is to load for the South, make the coast of North Carolina under the British flag, lay off till a chance offers, and then run the blockade by running in under cover of the guns of Fort Macon, through Old Topsail Inlet, which is considered to have a depth of some 20 feet.

I further gather that the rebels are doing a very active business through the various inlets and sounds of North Carolina, thereby meeting the wants of the Army in Virginia directly through the railroad of those States. I further found that unscrupulous New England men are engaged in a lucrative business, by aiding and abetting a contraband trade along the Atlantic coast from Virginia southward; that they take out papers for the West Indies, with a show of freight for that latitude, and by collusion with the rebels are taken in as prizes, discharge such contraband goods as they have, are let off, pursue their voyage to their destined port, take in contraband goods, again in part, run down along the coast, fall a prey again, discharge all contraband, run out, and return to their New England port with the balance of their cargo with a show of honesty that is surprising. I also saw men whom I know to be Southern men purchasing vessels, giving a very unreasonable account as to what they were to be used for, making up sham cargoes in order to get out of port. It was suggested to me by responsible parties that the Federal Government must have agents in the various seaports who are sharper than any they have now in some of them.

Yours, obediently,

N. P. GODFREY.

One Thomas M. Harwood, of Bath, Me., is now in England (London, at present) for the express purpose of effecting a sale of a new ship now nearly ready for sea in Bath, Me., 1,000 tons.

N. P. GODFREY.

Order of the Assistant Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the crew of the U. S. S. Quaker City.

NAVY DEPARTMENT, *August 24, 1861.*

SIR: The Department desires, if possible, that you will make arrangements with the crew of the *Quaker City*, their time being up on the 25th instant, by which she may be kept on the station until she is obliged to return to port.

I am, respectfully, your most obedient servant,

G. V. FOX,
Assistant Secretary.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Special orders of Major-General Wool, U. S. Army, commanding Department of Virginia, regarding troops and ammunition for the expedition to Hatteras Inlet, North Carolina.

SPECIAL ORDERS, No. 13. } HDQRS. DEPARTMENT OF VIRGINIA, *Fort Monroe, Va., August 25, 1861.*

1. Major-General Butler will prepare 860 troops for an expedition to Hatteras Inlet, North Carolina, to go with Commodore Stringham, commanding Home Squadron, to capture several batteries in that neighborhood. The troops will be as follows: 200 men from Camp Butler and 600 from Camp Hamilton, with a suitable number of commissioned officers and one company (B) of the Second Artillery, from Fort Monroe. They will be provided with ten days' rations and water, and 140 rounds of ammunition. General Butler will report as soon as he has his troops prepared to Flag-Officer Stringham, and he will be ready to embark at 1 o'clock to-morrow. As soon as the object of the expedition is attained the detachment will return to Fort Monroe.

2. Captain Tallmadge, chief quartermaster, will provide a detachment of 860 men for the expedition to Hatteras Inlet, with a suitable quantity of water for ten days' consumption, and the chief commissary of subsistence, Captain Taylor, will provide it with rations for the same length of time. These officers will report the execution of these orders by 10 o'clock to-morrow, if possible.

By command of Major-General Wool:

C. C. CHURCHILL,
First Lieut., Third Artillery, Acting Assistant Adjutant-General.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding captured schooner Albion and the departure of the expedition for Hatteras Inlet.

U. S. S. MINNESOTA,
Hampton Roads, August 26, 1861.

SIR: I have the honor to acknowledge receipt of your letter of August 24, containing extract of letter from J. L. Farmer; also of August 23, in reference to North Carolina, with the letter from N. P. Godfrey enclosed, to the honorable Secretary of State.

I have this day sent the schooner *Albion* to Philadelphia for judicial investigation. The men captured in her are all Americans; the captain from Maine, the others from North Carolina. They are now on board the *Seminole*. Please inform me what I shall do with them.

I sail to-day at noon for Hatteras Inlet, the weather being more favorable than for weeks past, though wind yet from east and northeast. The expedition, I hope, will be successful.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Endorsement.]

Send prisoners to Fort Lafayette.

W[ELLES].

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the crew of the U. S. S. Quaker City.

U. S. S. MINNESOTA,
Hampton Roads, August 26, 1861.

SIR: I have the honor to inform the Department that about an hour before I was ready to leave this point I was informed by Commander Carr that the men on board the *Quaker City* refused to continue longer on board, but demanded to go to New York.

I immediately went on board, and after explaining the situation of the steamer with regard to her change of owners, etc., all concluded to await the order of the Department except nine. These I have ordered ashore and shall supply their places from the storeships for the present and until my return.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Recapture of the brig Monticello by the U. S. S. Daylight in the Rappahannock River, August 26, 1861.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, transmitting report of Commander Livingston, U. S. Navy.

U. S. S. MOUNT VERNON,
Hampton Roads, Virginia, August 27, 1861.

SIR: I beg to enclose to you copies of communications received from Commander Lockwood, of the U. S. S. *Daylight*, by which you will see that he has captured the brig *Monticello* in the Rappahannock River.

The brig arrived here last night at about 10 p. m., and in the absence of Flag-Officer Silas H. Stringham I have detained her subject to the decision of the honorable the Secretary of the Navy.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commanding Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. PROPELLER DAYLIGHT,
Rappahannock River, August 26, 1861.

SIR: I have the honor to inform you that I reached the mouth of the Rappahannock at 3:30 p. m. the 24th instant and relieved the U. S. propeller *Mount Vernon.*

This morning about 5 a. m. four fine-looking negroes, contraband of war, slaves from Lancaster County, Va., came alongside and delivered themselves up. I send them for your disposal. They informed me that two schooners were in a creek about 12 miles up the river loaded with grain for Fredericksburg, and that the brig *Monticello*, of Baltimore, which had been captured by the piratical steamer *St. Nicholas*, was lying at Manaskin [Monaskon] wharf, about 20 miles up the river. I determined to go in pursuit of them, and on going up, found

that the schooners had disappeared, but on nearing the wharf discovered the brig lying there, and on our approach she hoisted her head sails and left the wharf, standing down for us under fore-and-aft sails. We went to quarters, took the usual measures to repel an attack or surprise, and on boarding her Lieutenant Lynch found she had been given up by the rebel authorities to her owners, which appears by the decree* of the court herewith forwarded with the brig's papers, and I would call your attention to the decree and the reasons therein assigned for releasing the brig (the owners are not aliened enemies), and also to the fact of the cargo of coffee (which the captain says belonged to English subjects) having been sold in Richmond, Va., for 23 cents per pound.

The captain of the brig informs me that 15,000 troops left Richmond last Thursday or Friday for Aquia Creek, and that they have in this river the steamers *Virginia*, Captain Fairbanks; *St. Nicholas*, commanded by Henry Lewis, late lieutenant, U. S. Navy, and a small tugboat called the *Eureka*, neither of which is armed, although they talk of arming the *St. Nicholas*.

Will you oblige me by sending back Master's Mate Robert L. Kelly and the four men, as their services are required.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,
Commander.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

P. S.—I enclose herewith a list of the negroes and their owners. On nearing the brig she hoisted the American colors, having previously shown none.

Order of the Secretary of the Navy to Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, to send the brig Monticello to New York.

NAVY DEPARTMENT, *August 29, 1861.*

SIR: Your letter of the 27th instant, enclosing Commander Lockwood's report of the capture of the brig *Monticello* in the Rappahannock River, has been received.

You will send the brig to New York and have her turned over to the prize commissioners.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander O. S. GLISSON,
Commanding U. S. S. Mount Vernon, Hampton Roads.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to send the brig Monticello to Baltimore instead of New York.

NAVY DEPARTMENT, *August 30, 1861.*

SIR: Referring to the Department's letter of the 29th instant, directing Commander Glisson to send the prize brig *Monticello* to New York for adjudication, it now directs that she be sent to Baltimore and delivered to the proper authorities there.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

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*Not found.

Report of Lieutenant Crosby, U. S. Navy, of the capture of the sloop Mary Emma.

FORTRESS MONROE, *August 26, 1861.*

SIR: I have the honor to report to you that I captured the sloop *Mary Emma*, from Horn Harbor, Virginia, at the headwaters of the river Manokin, in Maryland. Her captain, John B. Miles, was not on board at the time of her capture, nor had she any papers to show where she belonged. On her stern she had written with chalk: "*Mary Emma*, from Baltimore." I found a man by the name of Lewis on board and in charge of her, and he informed me that she was from Virginia, and had arrived in the river Manokin about twelve days previous to her capture. On the evening of my arrival the captain (Miles) removed the *Mary Emma* up the river about 8 miles, in order, I suppose, to escape from capture, and he had left her but an hour and a half previous to my taking her. Many loyal citizens in the vicinity spoke of this Miles as one who had been constantly violating the blockade, and were dissatisfied with his conduct, and with the impunity with which he disregarded the laws. The sloop *Mary Emma* is now at anchor in this port and Lewis is in the guardhouse.

I am, sir, respectfully,

PEIRCE CROSBY,
Lieutenant, U. S. Navy.

Major-General JOHN E. WOOL.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, forwarding information regarding a supposed blockade runner.

Confidential.] NAVY DEPARTMENT, *August 26, 1861.*

SIR: The following, from a letter received at this Department, is given for your information:

The British ship *Palinurus* was, on the 17th of June, loading at Calcutta for Charleston, and had 250 bales (gunny bags) on board. She would probably take in all some 2,000 bales, and be due at Charleston during the latter part of October.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, transmitting request from Brigadier-General Huger, C. S. Army, commanding at Norfolk, Va., for a passage to the North for certain persons not prisoners of war.

U. S. S. MOUNT VERNON,
Hampton Roads, Virginia, August 27, 1861.

SIR: I hereby enclose you a copy of a letter received from Brigadier-General Benj. Huger, commanding the rebel forces at Norfolk, Va., by a flag of truce.

After a careful investigation of the merits of each case, and a consultation with Major-General Wool, it was decided to permit every one of the persons mentioned in the letter to go to the North. They will

leave for Baltimore in the steamer that leaves this place this evening. I send you a list of their names.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commanding Officer, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

HEADQUARTERS OF THE FORCES,
Norfolk, August 26, 1861.

SIR: By direction of the Secretary of War, I send, under a flag of truce, the captain and crew of the unarmed ship *A. B. Thompson*, who are not considered prisoners of war, and are sent North at their own request. A list of their names is appended.

I also send the following persons to you who desire to go North on their own business:

Mrs. Jno. Williams, to see her husband.

Mrs. Hutchinson, to go to Washington to get her allotment, her husband being in the Navy.

Mr. Usher, an invalid, whose wife is in the North.

I send enclosed several open letters from here, which I presume there is no objection to forwarding. Also one to Major-General Butler from Colonel Cary, of Hampton, concerning his property there, and others for persons at Old Point, etc.

Very respectfully, your obedient servant,

BENJ. HUGER,
Brigadier-General, Commanding Forces.

Commodore S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron, Hampton Roads.

P. S.—I have allowed Colonel Cary to accompany the flag; he would be glad, if convenient, to have an interview with yourself or the commanding general.

A number of open letters from persons in Richmond to their friends are also sent to be forwarded.

B. H.

[First endorsement.]

Referred to Captain Glisson, commanding Navy, etc.

I would recommend that Mrs. Hutchinson be returned to Norfolk.

JOHN E. WOOL,
Major-General.

[Second endorsement.]

Mrs. Hutchinson is the wife of Gunner Hutchinson, of the U. S. ship *Constellation*, now on the coast of Africa, who is a good Union man.

After a second consultation with Major-General Wool, she was also permitted to go to the North.

O. S. GLISSON,
Commanding Officer, U. S. Navy.

Report of Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, of immediate departure for Hatteras Inlet.

U. S. S. SUSQUEHANNA,
Off Cape Henry, August 27, 1861.

SIR: I have the honor to inform the Department that I arrived off the cape this morning, and have received orders from Flag-Officer

Stringham to join him off Hatteras Inlet, and shall proceed immediately in execution of the order.

The new shaft works well, with the exception of some slight defects, which can be repaired on board.

I have the honor to be, very respectfully, your obedient servant,

JOHN S. CHAUNCEY,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the ships Thomas Watson, Perthshire, and Adeline.

NAVY DEPARTMENT, *August 28, 1861.*

SIR: I enclose herewith for your information an extract from a letter* forwarded to this Department by Mr. B. A. Mumford, of New York, in regard to the ship *Thomas Watson;* an extract from a dispatch of the U. S. consul at Liverpool, forwarded to this Department by the Secretary of State, dated August 3, respecting a shipment of arms for the Southern States, and also respecting *Thomas Watson;* an extract of a letter from Messrs. Brown Bros. & Co., of New York, forwarded to this Department by the Secretary of State, dated August 17, in relation to the ship *Perthshire*; also extracts from a dispatch of the U. S. vice-consul-general at Havana, forwarded to this Department by the Secretary of State, dated August 8, 1861, in relation to a schooner called the *Adeline*, flying British colors.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

[Enclosures.]

U. S. CONSULATE, *Liverpool, August 3, 1861.*

SIR: The *Thomas Watson* sailed on Sunday last, the 25th.

As she was going out of dock she took a number of cases and barrels on board. She is armed with a 9-pounder gun and has a quantity of hand grenades on board.

I hope she will not escape; if she does, many more will try it. Since she arrived here another vessel, the *Princess Royal*, English, has arrived here with naval stores from North Carolina, having run the blockade at Beaufort. The profits on these cargoes are enormous.

Fifteen cases rifles have been shipped to Montevideo during the week and a large quantity of muskets as usual to Africa. The English bark *Hind* (lately the American bark *Daylight*) sailed for Monrovia on the 24th, having 125 cases arms and 1,000 kegs powder. She is a clipper bark of 200 tons, painted black. I only mention her as a matter of prudence, having no other ground of suspicion than the nature and quantity of her cargo, and knowing that in any case where wrong is intended the clearance would furnish no true indication of the real destination.

Very respectfully, I am, sir, your obedient servant,

H. WILDING.

[Hon. W. H. SEWARD,
Secretary of State.]

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*Simply reports *Thomas Watson* loading in Liverpool for Wilmington, N. C.

NEW YORK, *August 17, 1861.*

SIR: * * * Ship *Perthshire*, from Mobile, which vessel has arrived, as you will see. The facts of the case, as we learn from the captain, are, that when he was going into Pensacola, at which place it was originally intended that the vessel should be loaded, he was warned off by one of your ships of war and an endorsement to that effect made on his papers. He then went to Mobile, where he arrived on the 14th of May, and after loading, sailed again on the 30th, the last day of the fifteen allowed for ships to load and leave. As he was coming out he was boarded by an officer of the *Niagara*, who told him to proceed on his voyage, but did not endorse his papers nor give him any document to show that he had been boarded; and on the 9th of June he was again boarded by the U. S. S. *Massachusetts*, ordered to heave to, a prize crew put on board, and sent to Pensacola; but, on arriving off the harbor, he was at once released by the commander of the squadron, who saw that the capture was illegal, and then proceeded to Liverpool, but again his papers were omitted to be endorsed, and he was liable to be stopped by any other United States ship he might fall in with.

He was detained about eight days, and for this we have had to pay an additional premium of 107 per cent.

You will see that the proceedings have been altogether irregular, and how necessary it is that your cruisers should be furnished with proper instructions, so as to prevent any difficulty of this nature hereafter.

Commending the matter, which is of marked importance to the commercial world, to your attention, in the hope that it may lead to the taking by the Navy Department of the steps indicated as necessary in the premises,

We are, your friends,

BROWN BROTHERS & CO.
HOWARD POTTER.

Hon. SECRETARY OF STATE,
Washington, D. C.

[Extract.]

CONSULATE-GENERAL OF THE UNITED STATES OF AMERICA,
Havana, August 8, 1861.

SIR: On the 3d instant a small schooner under British colors, called the *Adeline*, Smith, master, arrived here from Savannah with a cargo of rice, having met no vessel of our blockading squadron. She went there from Nassau and is now loading here to return to Savannah with sugar and fruit. I will report her to our naval officers at Key West.

Some days since a British brig came to Cardenas from Wilmington, [N. C.], laden also with rice. * * *

I have the honor to be, etc.,

THOS. SAVAGE,
Vice-Consul-General.

Hon. WILLIAM H. SEWARD,
Secretary of State of the United States, Washington.

UNITED STATES STEAMER SUSQUEHANNA.
Drawn from war-time print.

Report of Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, of the arrival of that vessel off Hatteras Inlet.

U. S. S. SUSQUEHANNA,
Hatteras Inlet, North Carolina, August 28, 1861.

SIR: I have the honor to report the arrival of this ship, under my command, in obedience to your order of the 26th instant, received yesterday at noon off Cape Henry, and to report the ship ready for service.

I am, sir, very respectfully, your obedient servant,

JNO. S. CHAUNCEY,
Captain.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron,
Hatteras Inlet, North Carolina.

Capture of Confederate batteries at Hatteras Inlet, North Carolina, August 28 and 29, 1861.*

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.

U. S. S. MINNESOTA,
Off Hatteras Inlet, August 30, 1861.

SIR: I have the honor to inform you that we have been eminently successful in our expedition. All that could be wished by the most hopeful has been accomplished.

This morning we are taking on board the *Minnesota*, officers and men, 615, captured with the forts at Hatteras Inlet, which surrendered yesterday after bombardment from the fleet of parts of two days.

I shall forward a full account immediately on my arrival at New York, whither I have concluded to land them, as requested in your communication in reference to prisoners coming into possession of the Navy. After landing them I shall return to Hampton Roads.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting articles of capitulation.

U. S. S. MINNESOTA,
Off Hatteras Inlet, August 30, 1861.

SIR: I have the honor to enclose the articles of capitulation agreed upon at the surrender of the forts at the inlet of Hatteras, North Carolina.

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*For reports of part borne by the Army in this affair, see Official Records of the Union and Confederate Armies, Series 1, Vol. 4, pp. 579-594.

If the Department has any orders I should be pleased to receive them at New York.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

U. S. FLAGSHIP MINNESOTA,
Off Hatteras Inlet, August 29, A. D. 1861.

Articles of capitulation between Flag-Officer Stringham, commanding the Atlantic Blockading Squadron, and Benjamin F. Butler, U. S. Army, commanding, on behalf of the U. S. Government, and Samuel Barron, commanding the naval forces for the defense of North Carolina and Virginia, and Colonel Martin, commanding the forces, and Major Andrews, commanding the same forces at Fort Hatteras.

It is stipulated and agreed between the contracting parties that the forces under command of the said Barron, Martin, and Andrews, and all munitions of war, arms, men, and property under the command of said Barron, Martin, and Andrews, be unconditionally surrendered to the Government of the United States in terms of full capitulation.

And it is stipulated and agreed upon by the contracting parties on the part of the U. S. Government that the officers and men shall receive the treatment due to prisoners of war.

In witness whereof we, the said Stringham and Butler, on behalf of the United States, and the said Barron, Martin, and Andrews, representing the forces at Hatteras Inlet, hereunto interchangeably set our hands this 29th day of August, A. D. 1861, and of the Independence of the United States the eighty-fifth year.

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.
BENJ. F. BUTLER,
Major-General, U. S. Army, Commanding.
S. BARRON,
Flag-Officer, C. S. Navy, Comdg. Naval Defenses Va. and N. C.
WM. F. MARTIN,
Colonel Seventh Regiment Infantry, North Carolina Volunteers.
W. S. G. ANDREWS,
Major, Commanding Forts Hatteras and Clark.

Detailed report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of Commander Gillis, U. S. Navy, commanding U. S. S. Monticello.

U. S. FLAGSHIP MINNESOTA,
New York Harbor, September 2, 1861.

SIR: I have the honor to inform the Department that I left Hampton Roads August 26, 1861, the earliest moment the weather would permit, with the flagship *Minnesota*, Captain G. J. Van Brunt, having in company the U. S. steamers *Wabash*, Captain Samuel Mercer; *Monticello*, Commander John P. Gillis; *Pawnee*, Commander S. C. Rowan; *Harriet Lane*, Captain John Faunce; U. S. chartered steamers *Adelaide*, Commander Henry S. Stellwagen; *George Peabody*, Lieutenant R. B. Lowry, and tug *Fanny*, Lieutenant Peirce Crosby, all of United States Navy.

The transports *Adelaide* and *George Peabody*, towing schooners with surfboats on them, and the *Monticello* and *Pawnee* surfboats only.

Major-General Butler took passage in this ship, the transports having parts of two regiments and one company of regulars under the commands of Colonels Max Weber and Hawkins and Captain Larned, U. S. Army. At — p. m. passed Cape Henry and discharged pilot; light airs from south and east, with a ground swell.

Tuesday, 27th.—Light airs from the south and east with a heavy ground swell; at 9:30 a. m. Cape Hatteras light in sight, rounded the shoals off Hatteras, and at 5 p. m. anchored at the southward of the cape, the squadron in company. Hoisted out the surfboats and made preparations for landing troops in the morning.

Wednesday, 28th.—Southerly winds, heavy surf rolling on the beach. Calling the men at 4 a. m., gave them an early breakfast. Put 12-pound rifle gun and 12-pound howitzer in one of the surfboats and sent it to the *Adelaide;* Major-General Butler, and the marines of the *Minnesota*, the latter under command of Captain William L. Shuttleworth, U. S. Marine Corps, and sent to the *Harriet Lane.*

At 6:45 a. m. made signal to "disembark troops," and ordered *Pawnee, Monticello*, and *Harriet Lane* to cover and assist in landing them.

At 8:45 the *Wabash*, with the *Cumberland*, Captain John Marston, in tow, led in toward Fort Clark, the *Minnesota* following. At same time the *Monticello, Pawnee, Harriet Lane*, and the transports stood in toward a wreck about 2 miles east of the fort and commenced landing the troops at 11:30.

At 10 o'clock the *Wabash* and *Cumberland* opened fire on Fort Clark. The fire was returned by the fort.

At 10:10 the *Minnesota* passed inside of the *Wabash* and *Cumberland* and opened fire. These vessels continued passing and repassing the fort until it was abandoned by the enemy.

The fire was returned from the fort, the shot falling short or passing over the ships.

At 11 o'clock the *Susquehanna*, Captain J. Chauncey, made her number and was directed to engage the battery.

At 12:25 p. m. flags down on Forts Clark and Hatteras, the first apparently abandoned by the enemy, who were running toward Fort Hatteras and leaving the shore in boats.

At 12:30 p. m. made signal to cease firing.

At 1:10 p. m. our troops moving up the beach. At 2 p. m. American flag displayed from Fort Clark by our pickets, who were in possession.

At 4 *Monticello*, Captain Gillis, was ordered to feel his way into the inlet and take possession, but he had advanced only a short distance when fire was opened on him from Fort Hatteras, toward which a tug steamer, towing a schooner filled with troops was seen coming from the southward for its relief.

General signal, "Engage batteries," was immediately made. The *Minnesota, Susquehanna*, and *Pawnee* opened fire at once (the *Wabash* having towed the *Cumberland* into the offing).

The *Monticello*, from her advanced position, was much exposed and was struck several times, but finally hauled off without serious damage.

At 6:15 signal to cease firing was made and the squadron hauled off for the night, with exception of *Monticello, Pawnee*, and *Harriet Lane*, they being ordered to go inshore and protect the troops during the night.

Wind from south, and weather looking squally.

Thursday, 29th.—Southwest winds and pleasant weather; sea more moderate. At 5:30 a. m. made general signal, "Prepare to engage batteries and follow my motions;" weighed anchor and stood inshore; discovered the main body of our troops near where they landed.

At 7:15 instructed commanders of *Monticello* and *Pawnee* to attend to the troops on the beach and embark them if they wished to come off; if they did not, to provision them.

At 7:30 made general signal, "Attack batteries, but be careful not to fire near the battery in our possession."

At 8 a. m., *Susquehanna* leading, opened fire on Fort Hatteras, the *Wabash* following; *Minnesota* passing inside of the *Wabash*, anchored between her and the *Susquehanna* and opened fire at 8:15. At 9 the *Cumberland* came in under sail—handled handsomely—and anchored in excellent position on the starboard bow of the *Minnesota* and commenced firing with effect.

Observing our shot to fall short some, made signal "Cease firing; use 15-second fuzes only, with X-inch guns."

At 9:35 recommenced firing, our shot now falling in and around the battery with great effect.

At 9:45 the *Harriet Lane* came up and joined in the fire with her rifled guns.

At 11:10 a. m. a white flag was displayed from the fort. Made signal "Cease firing."

The enemy returned our fire throughout the engagement, but with no effect, their shot falling short.

Almost at the commencement of the engagement they hauled down their colors, and showed none until the white flag was displayed. When the flag was hauled down it was thought by many they had surrendered, but as the same thing had been done yesterday and they afterwards fired on the *Monticello*, no attention was paid to it. They soon recommenced firing, and continued so to do until they surrendered, without, as I have stated above, any colors flying.

Upon the appearance of the white flag our troops marched toward the fort, and as if by preconcerted signal, but without any order or request, the officers and crews of the squadron gave three hearty cheers for our success.

At 11:30 Major-General Butler in the tug *Fanny* went into the inlet to the rear of the forts to take possession. Three steamers and several schooners with troops on board were in the sound watching the engagement. They all left as the *Fanny* approached. She fired at them with her rifled piece.

I directed the *Harriet Lane* to go in the inlet, giving her my best pilot. She grounded, but soon got off.

The chartered steamers, with the remaining troops on board, went into the inlet. The *Lane*, in following these steamers, grounded a second time, and has been unable at the time of my departure from the inlet (3 p. m. of the 30th) to get off. The weather being fine and sea smooth, and having the assistance of the *Susquehanna*, *Monticello*, and *Pawnee*, under my directions, to render every aid, I am in hopes that she has, ere this, succeded in getting afloat again.

In this connection I may very appropriately apprise the Department and congratulate myself that I have no accident to record to a single officer or man of the Navy, Army, or marines.

At about 2:30 p. m. of the 29th Major-General Butler came to this ship bringing with him three senior officers, viz, Samuel Barron, flag-officer, C. S. Navy, commanding naval defenses of Virginia and North Carolina; William F. Martin, colonel Seventh Regiment Infantry, North Carolina Volunteers; William S. G. Andrews, major, commanding Forts Hatteras and Clark, informing me the enemy had surrendered under the stipulations contained in the original agreement between

myself and Major-General Butler on behalf of the U. S. Government and the officers above named, on the part of the enemy, which agreement I had the honor of enclosing with my dispatch No. 134, under date August 30, off Hatteras Inlet.

I have the honor to enclose a copy of report of Commander J. P. Gillis, of the *Monticello*, and I here take the opportunity of mentioning with great pleasure the name of Commander A. Ludlow Case, my fleet captain, for very prompt and efficient services during all the time we have been occupied in the expedition so successfully terminated.

In conclusion, I beg leave to state to the Department and to my Government, that I have nought but praise to accord to officers, seamen, and marines, and officers and soldiers of the Army who were present, for gallantry and cheerful devotion to duty and to their Government, the United States of America, which they all cheerfully and heartily serve.

That it may be perpetual, is their wish and the wish of,

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

U. S. S. MONTICELLO,
Off Hatteras Inlet, August 30, 1861.

SIR: In feeling our way through the entrance, endeavoring to reach with this vessel the harbor, we grounded, frequently touching bow and stern. Finding the water shoaling, and being attacked briskly by the battery on shore of fourteen guns, having no room to work ship, and likely to get hard aground, we returned the fire and opened rapidly on the fort, officers and men doing their duty with courage and coolness. We succeeded in turning and getting the vessel into deeper water as the battery on shore ceased firing. The following is a memorandum of damages received from the Confederate battery: One shot amidships on the port side, which has probably lodged in a knee, as we can see no evidence inside. Another shot amidships, on port side, carried away boat's davit and drove the fragments through the armory, pantry, and galley. Another shot cut away part of the topsail yard and sail. Another shot in the starboard bow at water line. This shot is lodged in a knee in the shell locker forward. One shot amidships on starboard side passed through the berth deck, through paint locker, across fire room, and lodged in the port coal bunker, after ripping up the deck; the whaleboat's bottom shot away and gig injured.

I hasten to give you, sir, this account of repairs necessary; having been almost constantly employed, have not made out any formal report. We expended between 90 and 100 shell and 3 shrapnel.

Congratulating you, sir, on the successful result of the attack on the batteries of the Confederates, and the good cause in which we are engaged, I will conclude with "the Union now, the Union ever," and am,

Very respectfully, your obedient servant,

JNO. P. GILLIS,
Commander, U. S. Navy.

Flag-Officer S. H. STRINGHAM, U. S. Navy,
Commanding Atlantic Blockading Squadron,
Off Hatteras Inlet, North Carolina.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting list of prisoners captured.

U. S. FLAGSHIP MINNESOTA,
New York Harbor, September 2, 1861.

SIR: I have the honor to enclose to the Department a correct list* of the prisoners captured by the Navy at Forts Hatteras and Clark on the 29th day of August, A. D. 1861, amounting to a few more than the number I gave in my dispatch No. 133.

The three senior officers of the enemy surrendered their swords to me on board the *Minnesota*. Will the Department please inform me what disposition I can make of them.

I am not able to get a correct list of the killed and wounded on the part of the enemy.

I wish in this official manner to renew the opinion which I [have] heretofore given, as to the very great importance to the Government of retaining in our possession the forts at Hatteras.

This inlet I consider the key to all the ports south of Hatteras, and only second in importance to Fortress Monroe and Hampton Roads.

From all I can learn it was the intention of the enemy to fortify this point as strong as possible.

It will be of great service to our fleet in their blockading operations, and most effectually, I trust, put an end to the pirating which has been so successfully carried on there for some time past.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of two heroic incidents of the bombardment.

U. S. FLAGSHIP MINNESOTA,
New York Harbor, September 3, 1861.

SIR: My official report was too extended to allow me to particularize incidents of the bombardment of the 28th and 29th August.

I venture to relate two incidents. The raising of the United States flag upon Fort Clark I have mentioned, and that it was a deed of noble daring was apparent to friends and enemies.

It was done by a sailor from the U. S. S. *Pawnee*. (I regret I have not his name.) He was one of a few from that vessel out of their ship, their boat having been swamped in landing troops.

The "Minnesotians" yet talk of an incident which occurred on board this ship. J. D. Kraigbaum, in sponging a gun, unfortunately lost overboard his sponger; quick as thought he plunged overboard, grasped it, swam up to the port, and was helped in by his comrades.

When asked by his officer why he did so rash an [act], he replied he did not want his gun to be disgraced.

I am sure the Department will pardon me for relating these incidents. I can only offer as excuse the pride which I take in officers and men

*List omitted. It contained 670 names.

under my command who are thus ready to risk life in the service of their country.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES.

Report of Captain Mercer, U. S. Navy, commanding U. S. S. Wabash, of the arrival of that vessel at New York, and of the damages received in the engagement at Hatteras Inlet, North Carolina.

U. S. STEAM FRIGATE WABASH,
New York, October 8, 1861.

SIR: Agreeably to your order of September 18, 1861, I have the honor to inform you of the arrival of this ship at this port.

I will take occasion here to remark that this ship was struck twice in the hull at Hatteras Inlet by shot from a rifled cannon.

The first shot struck just forward of the mainmast in the starboard gangway, about a foot and a half above the water line.

The second, just forward of the mizzen channels, starboard side, 5 or 6 feet under water; both shot were fully buried in the hull of the ship.

I would also respectfully request permission to discharge my steward and servant, both shipped especially as such. Their names are, respectively, Edward Gordon and Stephen Statia. I will also mention that the bottom of the *Wabash* is thickly coated with barnacles, accumulated while anchored off Charleston.

I am, sir, respectfully, your obedient servant,

SAML. MERCER,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City.

Detailed report of Commander Gillis, U. S. Navy, commanding U. S. S. Monticello.

U. S. S. MONTICELLO,
Off Hatteras Inlet, North Carolina, August 31, 1861.

SIR: I have the honor to report to you that, in obedience to the order of Flag-Officer S. H. Stringham, the transport steamers with troops on board were convoyed safely to the position off this inlet indicated by him.

I communicated with the U. S. S. *Cumberland;* the *Harriet Lane* took her in tow; boarded schooner *Equator*, from Nassau [New Providence], with fruit, for New York.

On the arrival of the frigates *Minnesota* and *Wabash* (27th), received further instructions from the flag-officer, and proceeded to carry them out. Stood in and made a reconnoissance of the shore, discovering two forts on north side of entrance to Hatteras Inlet, and a suitable place for landing troops on the beach about 2 miles to the north.

On the 28th received the marines from *Minnesota* and *Wabash*, also a lighter, or scow, with two howitzers, which we landed, and assisted in landing some of the other troops, about 300 in all, I believe. The *Minnesota*, *Wabash*, and *Cumberland* took positions and commenced shelling the forts on the point, which promptly returned the fire, and the *Harriet*

Lane, *Pawnee*, and *Monticello*, covered our troops on shore with their shell. Wind freshening and surf increasing, could not land more troops. Steamed down along the beach, extending our firing to the forts, one of which ceased to fire and hauled down the Confederate flag. We were feeling our way in through inlet when signaled to come alongside the flagship; received a pilot for the inlet from flagship; proceeded to attempt the passage; no rebel flag flying on shore; entered between the breakers, feeling our way carefully with the lead for deepest water. The vessel struck heavily frequently. Continued on in hopes of getting into deeper water and being enabled to enter the sound, the large fort of fifteen guns still showing no colors and our own troops in possession of the other of five guns. As we turned the point on Spithead, finding so little water that we would be compelled to turn and work the vessel out again if possible, the large fort opened a brisk fire upon us, which we promptly returned with our pivot gun and port battery (two 32-pounders abaft); ship striking often as we backed and filled to turn her head seaward. By keeping the engine in motion we succeeded, with the aid of the swell, in getting out of the inlet, firing 5-second shell rapidly and with precision at the battery. We were about fifty minutes in this tight place, during which time we fired thirty shell. The fort fired slow as we came out and did not return our last three shot, owing, no doubt, to the promptness with which the flag-officer and the other vessel opened upon them for our relief. We were struck by 8-inch shot and shell, once amidships on port side, shot lodged in knee; another amidships on port side, which carried away boat davit and drove the fragments of shell and davit through the armory, pantry, and galley; another shot carried away a part of the foretopsail yard and sail on the port yardarm; another on the starboard bow. This shot lodged in the knee at forward end of shell locker. Another shot amidships on the starboard side passed through across berth deck, through locker and bulkhead, across fire room, and lodged in the port coal bunker, ripping up the deck in the gangway over it. Whaleboat's bottom shot away and gig injured. Received carpenters from flagship to make temporary repairs, plug shot holes, etc., and stood in toward the batteries, firing several guns.

Expended the following ammunition:

Seventeen 5-second 10-inch shells, eighteen 10-second 10-inch shells, eleven 15-second 10-inch shells, nine 5-second 32-pounder shells, twenty 10-second 32-pounder shells, eleven 15-second 32-pounder shells, three shrapnel; total, 89.

Powder:

Forty-six 10-pound charges, twenty-eight 6-pound charges, fifteen 4-pound charges; total, 89.

We have since learned that the pilot took us in the wrong channel or passage.

29th—Went in to endeavor to get off the surfboats from the beach; got one and delivered her to steamer *Adelaide;* sent provisions to the troops on shore. The *Minnesota*, *Wabash*, and *Susquehanna* opened fire on the large fort. *Cumberland* came in, anchored, and opened fire. Fort showed a white flag. Steamer *Fanny* went in, also the *Adelaide* and *Peabody* with remainder of troops, four American flags flying on the large fort, which fired a salute of fourteen guns. Went to the assistance of the *Harriet Lane*, aground in the inlet; took men off the hulks.

30th—Picked up a large boat adrift to northward and eastward; delivered her to *Wabash*. The forts, we learn, mounted 21 guns, large caliber. Six hundred and fifteen prisoners brought off to flagship, among them

Captain Samuel Barron and Lieutenant Sharp, late of the U. S. Navy. Of the Confederates there were 7 killed and 25 wounded. Another report gives 45 as the number killed; that many were sent off in their steamers up the sound on the evening of the 28th. On board the *Monticello* there were 2 wounded slightly. The officers and crew of this vessel acted with courage and coolness, particularly while we were under the close and rapid fire of the large fort and endeavoring to get the vessel in deeper water, she striking hard and frequent.

I am, very respectfully, sir, your obedient servant,

JNO. P. GILLIS,
Commander.

Hon. GIDEON WELLES,
Secretary of Navy, Washington.

List of officers attached to the U. S. S. Monticello.

Commander, John P. Gillis.
First lieutenant, Daniel L. Braine.
Acting master, Edwin V. Gager.
Acting paymaster, Geo. De F. Barton.
Assistant surgeon, Fred E. Potter.
Acting master, John F. Winchester.
Acting chief engineer, George M. Wait.
Master's mate, first, Lewis A. Brown.
Master's mate, second, Richard Hustace.
Master's mate, third, Augustus G. Stebbins.
Acting second engineer, Jonathan Thomas.
Acting third engineer, Columbus L. Griffin.

To Lieutenant Braine I am indebted for the previous drilling of the crew and attention to the battery; to Acting Master Gager for his careful management at the wheel, and to Acting Chief Engineer Wait for his care and promptness in the management of the engines.

Respectfully, your obedient servant,

JNO. P. GILLIS,
Commander.

Report of Commander Stellwagen, U. S. Navy, commanding U. S. chartered steamer Adelaide, transmitting surgeon's report of casualties.

U. S. CHARTERED STEAMER ADELAIDE,
August 31, 1861.

SIR: I have to report that the expedition to Cape Hatteras Inlet has resulted in a signal victory over the rebels, the capture of two forts, 25 cannons, 1,000 stands of arms, 715 prisoners, amongst whom are Captain Samuel Barron, Lieutenant Sharp, and Dr. Wyatt M. Brown, all late of the U. S. Navy, and Major Andrews and other officers, late of the U. S. Army. The amount of loss on their side is not exactly known; 5 are ascertained to have been buried, and 11 wounded are on board this vessel. Many were carried away, Lieutenant Murdaugh, late of the U. S. Navy, among the number, with the loss of an arm. We met with no casualty of any consequence whatever. The surrender was unconditional. For full particulars, I beg to refer to the reports of Flag-Officer Silas Stringham and Major-General B. F. Butler.

Although the *Adelaide* and *G. Peabody* were chartered for other especial service, yet to further other important operations I consented to take the troops on board from Newport News and Fortress Monroe, 900 men, with arms, provisions, and munitions of war, and landed part of them, about 300, amidst a heavy surf until the boats filled and became unmanageable. The men-of-war hauled in and commenced a heavy cannonade at 10:15 a. m. on the 28th, and kept it up with intervals all day, recommencing on the 29th at 8.15 with increased effect; the

enemy's reenforcements, endeavoring to land 1,000 or 1,500 men, were driven back, and at 11:30 they displayed a flag of truce, but were forced to surrender at discretion.

On the appearance of the white flag, I steamed into the inlet and laid behind the fort, ready to throw the remaining troops ashore, either in case of recommencement or cessation of hostilities. The *George Peabody*, Lieutenant Lowry, did the same. At the surrender we officiated in the ceremonies, after which the prisoners were brought to this vessel, and next day, the 30th instant, placed them on board the *Minnesota*, which vessel sailed at 2:30 p. m. for New York, and we left for Annapolis with Major-General Butler, U. S. Army, and the wounded prisoners.

I hope my endeavors in the case may meet your full approbation, and beg to recommend to your consideration the conduct of Lieutenant-Commanding R. B. Lowry, associated with me in this work, and placed in charge of the *George Peabody;* of Dr. William M. King, U. S. Navy, who volunteered for the expedition. I have also received valuable assistance from my corps of pilots, and from Dr. T. C. Stellwagen and James Forsyth, who acted in the place of junior officers.

I am, very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

[Hon. GIDEON WELLES.]

[Enclosure.]

U. S. CHARTERED STEAMER ADELAIDE,
August 31, 1861.

SIR: In obedience to your order, I have the honor herewith to furnish you a complete list of the wounded prisoners taken at the surrender of Fort Hatteras.

The whole number is 13, and 11 of these were transferred to this steamer by the order of Flag-Officer Silas H. Stringham. The 2 remaining men were found to be too seriously injured to permit of being moved, and were consequently left in the fort in charge of a medical officer. From the information which I have received from a credible source, I have formed the opinion that many of the wounded and perhaps all the killed were sent on board the rebel steamers in the sound prior to the capitulation. Only 2 killed were found, and these were discovered in the outhouses of Fort Clark the day of the evacuation of that work.

I understand from Surgeon Wyatt M. Brown, formerly of the U. S. Navy, and at present holding a commission in the Army of the Confederate States and in charge of the medical department of Forts Hatteras and Clark, that ex-Lieutenant Murdaugh, of the U. S. Navy, was very badly injured, a fragment of shell striking his forearm and making a compound fracture of the bones. This gentleman escaped from Hatteras prior to the surrender, in the privateer *Winslow*.

1. Willoughby Davis, *æt.* 22; native North Carolina; Jonesboro Guards; lacerated flesh wound of instep; not serious.

2. William E. Clark, *æt.* 17; native North Carolina; Tar River Boys; lacerated wound 1½ inches deep of external surface of upper part of lower third of right thigh; doing well.

3. James A. Cary, *æt.* 23; native North Carolina; Tar River Boys; deeply lacerated wound involving deltoid muscle, left shoulder; quite serious, although the joint is not believed to be implicated.

4. William G. Andrews, Hamilton Guards; lacerated wound, implicating tarsus and metatarsus, left foot; continuous oozing of blood; serious.

5. Mathias Sawyer, *æt.* 23; native North Carolina; North Carolina Defenders; contused wound of upper part of the left breast and neck; expectorating blood; not much constitutional disturbance.

6. Logan Metts, *æt.* 18; native North Carolina; Lenoir Braves; slight flesh wound of middle third left leg, external surface.

7. Wilson J. Forbes, *æt.* 27; native North Carolina; Jonesboro Guards; severe lacerated wound about 2½ inches long and 3 deep, upper part of upper third of thigh, posterior surface.

8. Henry Hines, *æt.* 25; native North Carolina; Lenoir Braves; severely lacerated wound of left nates.

9. Ashley Keele, *æt.* 25; native North Carolina; Hamilton Guards; lacerated wound left nates.

10. John Mills, *æt.* 18; native North Carolina; Tar River Boys; penetrating wound produced by a fragment of shell, occupying posterior aspect of forearm about 1½ inches from olicranum process to the outer side; joint perhaps implicated.

11. McGilbert Rogerson, *æt.* 21; native North Carolina; Roanoke Guards; contusion of right foot; considerable swelling; no fracture.

12. Francis Mooring, *æt.* 51; native North Carolina; Lenoir Braves; right half of os pontis with a portion of anterior lobe of brain carried away by a piece of shell; extensive hernia cerebri; mortal.

13. John Mooring, *æt.* 18; native North Carolina; Tar River Boys; compound comminuted complicated fracture of left arm; compound fracture of left thigh; mortal.

The above-named men were placed under my care after the surrender of Fort Hatteras on the afternoon of the 29th instant. The injuries were caused by fragments of shells during the bombardment of the fort, which not only lacerated, but in many, if not all, the cases burned the soft parts.

I am, very respectfully, your obedient servant,

WM. M. KING,
Assistant Surgeon.

Commander HENRY S. STELLWAGEN, U. S. Navy,
Commanding Steamer Adelaide on Special Service.

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, of the loss of two boats.

U. S. S. PAWNEE,
Hatteras Inlet, August 31, 1861.

SIR: Having lost two of my best boats in landing troops and assisting the *Harriet Lane*, I obtained from the steamer *Peabody* a good boat and receipted for it for $150.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Detailed report of Captain Faunce, U. S. Revenue Marine, commanding U. S. S. Harriet Lane.

U. S. S. HARRIET LANE,
Hampton Roads, September 6, 1861.

SIR: In obedience to your orders of 26th August, I got underway at 2:15 p. m., and left Hampton Roads in company with the steamers

Minnesota, *Wabash*, *Pawnee*, *Monticello*, *Adelaide*, *George Peavoay*, and *Fanny*, and on the 27th made Cape Hatteras. On the 28th and 29th took part in the bombardment at Hatteras Inlet, and assisted in protecting the landing of the troops. On the 29th, a flag of truce having been hoisted on the fort, I received a pilot from the flagship and attempted to run into the inlet, but the vessel taking the ground, was unable to do so. Backed off, returned to the flagship, sent the pilot back and received another, whom I sent in the launch to sound out the channel. While he was absent I was signaled by the flag-officer to come within hail, and on doing so was again ordered in. I told him I had no pilot and that I thought the vessel drew too much water, but was ordered to communicate with the *George Peabody*, which vessel had a pilot. I did so, and was told by the officer on that vessel to follow him. I attempted to do so, and, at 1:15 p. m., found my vessel fast on the shoal at the mouth of the inlet, and when I found it was impossible to move the ship, for her preservation commenced lightening by throwing shot, shell, and coal overboard, and made every exertion to get her off; about 5 p. m. throwing the four 32 pounders over to windward. A boat came from the *Susquehanna* and was sent back with a request for more boats and men, which were sent by that vessel and also by the *Pawnee*. The engines began filling with sand from injection pipe, and the feed pumps having stopped, I was obliged to use the donkey pump to supply boilers. During the night kept all hands employed lightening ship, and made sail, endeavoring to make her beat over the shoal, but without effect, as we had no boat large enough to carry out an anchor in the sea then running.

30th.—The ship labored heavily, lifting the engine frames. Found starboard air pump disabled; disconnected it, took off foot-valve bonnet, and worked starboard engine high pressure. At 8:30 a. m., the starboard boiler leaking badly, hauled fire, blew off water, shut stop valve, and used port boiler only. With the assistance of the *Susquehanna's* launch got out port bower, stream, and large kedge anchors, and at flood tide hove the ship about six times her length toward the channel. All hands at work throwing over spars, stores, provisions, etc.

31st.—Hauled fire in port boiler, and blew off water and steam, to lighten ship. At 2:20 p. m., after laboring nearly fifty hours, succeeded in hauling the vessel off the shoal. Steam tugs *Fanny* and *Tempest* took her in tow, and at 3:30 came to anchor in Hatteras Inlet, off Fort Hatteras.

The following articles were expended to lighten ship:

1 tank of quicksilver.
3 crank pins.
500 bolts (assorted).
1 blow cock.
100 pounds white lead.
100 pounds red lead.
1 bar inch square iron.
1 bar $\frac{5}{8}$ inch square iron.
1 bar $1\frac{1}{4}$ inch square iron.
1 bar $1\frac{1}{2}$ inch round iron.
1 bar 1 inch round iron.
2 bars $\frac{3}{4}$ inch round iron.
2 bars $\frac{5}{8}$ inch round iron.
1 bar $3\frac{1}{2}$ by $\frac{3}{4}$ inch flat iron.
1 bar $\frac{5}{8}$ by $2\frac{5}{8}$ inches flat iron.
1 bar $1\frac{1}{4}$ inch flat iron.
10 jaws for crossheads.
2 stub crank pins.
40 water-wheel bolts.
40 grate bars.
2 barrels tallow.
75 pounds green paint.
6 globe lamps, broken.
40 shot for 8-inch gun.
30 shells for 8-inch gun.
129 shells for 32-pounders.
100 shot for 32-pounders.
5 cases of shell, shrapnel, canister for boat howitzer.
62 cylinders powder for 8-inch gun.
205 cylinders powder for 32-pounders.
4 rifled 32-pounders.
2 side tackles for 32-pounders.
4 gun carriages for 32-pounders.
2 Maynard rifles.
10 pair hand and leg irons.
4 breechings for 32-pounders.
4 gunner's handspikes.
1,080 salt rations.
50 pounds beef.

Twenty-two shells for 8-inch gun and eighteen for the 32-pounders were expended during the engagement.

I remained off Fort Hatteras until September 3, occupied in making temporary repairs to the vessel and engines, when, having received orders from Captain Chauncey to report to him when ready for sea, I procured about 7 tons of coal from the *Pawnee* and got underway at 6 a. m. on the 4th. Stood out of the inlet and came to anchor near the *Susquehanna*. Having communicated with Captain Chauncey, I started on my return voyage, and now have the honor to report my safe arrival at this anchorage. My thanks are due to the captains and officers of the *Susquehanna* and *Pawnee* for the assistance rendered me in time of distress.

I am, sir, very respectfully, your obedient servant,

JOHN FAUNCE,
Captain.

Flag-Officer S. H. STRINGHAM,
U. S. S. Minnesota, Hampton Roads, Virginia.

[Telegram.]

NAVY DEPARTMENT, *September 1, 1861.*

SIR: Department congratulates you upon the successful blow dealt by the Navy upon the rebels.

The position is to be retained. See about moorings for the inside harbor and all matters necessary to make it a naval station.

G. V. FOX,
Assistant Secretary.

Flag-Officer S. H. STRINGHAM,
Care of Commandant Navy Yard, New York.

Letter of congratulation from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.

NAVY DEPARTMENT, *September 2, 1861.*

SIR: The Department congratulates you and those of your command, and also the officers and soldiers of the Army who cooperated with you, on the reduction of Forts Hatteras and Clark and the capture of the forces employed in their defense.

The successful result thus far of an expedition projected with great care and the occupation of the positions commanding the most important inlet on the coast of North Carolina will be attended with consequences that can scarcely be overestimated.

This brilliant achievement, accomplished without the loss of a man on your part or injury to any one in the Federal service, has carried joy and gladness to the bosom of every friend of the Union.

It is, I trust, but the beginning of results that will soon eventuate in suppressing the insurrection and confirming more strongly than ever the integrity of the Union.

Convey to the officers and men of the respective vessels under your command the thanks of the Department for their gallant conduct and the assurance that is thus afforded, that in the great emergency now upon us the country may rely, as of old, upon the vigor, the courage, and the enthusiasm of its brave officers and sailors.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

[Telegram.]

NEW YORK, *September 2, 1861.*

SIR: Lieutenant-Colonel M. Burke declined receiving the prisoners (678) now on board this ship. What shall be done with them?

S. H. STRINGHAM,
U. S. S. Minnesota, New York Harbor.

Hon. GIDEON WELLES.

[Telegram.]

NEW YORK, *September 2, 1861.*

I can accommodate in the casemate rooms of the castle 200. If the prisoners are permitted to be confined in the battery tiers with the guns I can accommodate 400 more.

G. LOOMIS.

Colonel E. D. TOWNSEND.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding prisoners for Fort Lafayette.

U. S. FLAGSHIP MINNESOTA,
New York Harbor, September 3, 1861.

SIR: I have the honor to acknowledge receipt of telegrams from the Secretary of the Navy and also Assistant Secretary.

Hoping that we shall receive orders to-day to disembark the prisoners, I shall leave for Washington to-morrow evening.

I shall leave as soon as the ship is free from these men.

Some slight repairs are necessary to gun carriages, which will be attended to, after which the *Minnesota* will leave for Hampton Roads.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Telegram.]

HEADQUARTERS ARMY,
Washington, September 3, 1861.

General Scott says receive and accommodate as many of the prisoners from the *Minnesota* as you can lodge and guard on Governors Island. Give directions to the volunteer regiment on Bedloe's Island to leave there as soon as it can be done without injury to the service, and then transfer the war prisoners to Fort Wood under a proper guard. The volunteer regiment may be, perhaps, sent to the camp of instruction near New York. Communicate with Commodore Stringham on board the *Minnesota.*

E. D. TOWNSEND,
Assistant Adjutant-General.

Colonel G. LOOMIS, U. S. Army,
Commanding Governors Island, New York.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the transfer of prisoners to the custody of the Army.

U. S. S. MINNESOTA,
New York Harbor, September 4, 1861.

SIR: I have the honor to inform the Department of the receipt of letter bearing date 1st September, 1861, informing me they have temporarily detached the *Iroquois* from my command.

I have the pleasure to inform you that we have this morning transferred all the prisoners, 678, recently captured at Hatteras Inlet, to the care and custody of the Army. They are safe on Bedloe's Island.

I shall leave for Washington to-morrow morning. The ships will proceed to Hampton Roads immediately some slight repairs to gun carriages are finished.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, commending the courageous acts of two seamen.

NAVY DEPARTMENT, *September 11, 1861.*

SIR: * * * Referring to the two incidents of the bombardment at Hatteras Inlet mentioned in your No. 138, the Department desires to express its admiration of the brave and daring act of the seaman of the *Pawnee* who raised the United States flag over Fort Clark. It is one of those incidents of not infrequent occurrence which tend to show that the seamen, as well as the officers of the Navy, do not shrink from danger where the honor and pride of our flag is concerned.

Although the act of the seaman of the *Minnesota* who lost his sponger overboard during the engagement was unfortunate, yet his promptness in recovering it, and the motive that induced him to risk his life in doing so, which was "he did not want his gun disgraced," are worthy of commendation.

If these two men are worthy and qualified you are authorized to appoint them master's mates.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Letter of commendation from the Secretary of the Navy to Commmander Stellwagen, U. S. Navy, commanding U. S. chartered steamer Adelaide in the expedition to Hatteras Inlet.

NAVY DEPARTMENT, *September 17, 1861.*

SIR: Your report of the 31st ultimo of your proceedings at Hatteras Inlet was duly received, and, in acknowledging it, I have to state that your prompt execution of the special duty to which you were assigned and your cooperation in furthering the objects of the expedition were very gratifying to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander H. S. STELLWAGEN, U. S. Navy,
Philadelphia.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding Seaman Kraigbaum.

U. S. S. MINNESOTA,
Hampton Roads, September 20, 1861.

SIR: I have the honor to inform the Department that on consultation with Captain Van Brunt he informs me that he can not recommend the man, [J. D.] Kraigbaum, who saved his sponge at Hatteras Inlet on the day of the bombardment, for the position of master's mate.

He will promote him to a petty officer's position in the first vacancy.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Abstract log of the U. S. S. Minnesota, August 28 and 29, 1861.

August 28, 1861.—At 9:30 a. m. stood in to cover the landing of the troops near Hatteras Inlet. Engaged the insurgent batteries on the northern shore of the inlet in company with the squadron while the troops were being landed. The U. S. steam frigate *Susquehanna* came in and took her station in line of battle. From meridian to 3 p. m., firing at the batteries on shore and keeping the ship underway to maintain our position. At 1:30 p. m. the firing was discontinued, the enemy having surrendered, and our land forces and marines proceeded to take possession of the rebel batteries. The steamer *Monticello* was ordered close in to the batteries, and having got within their range, although the rebel flag had been struck, they treacherously opened fire on the steamer, striking her several times. The *Monticello*, having received several shots and one below the water line, withdrew and stood out for the flagship. Put on board the carpenter and mates to repair the shot holes.

August 29.—At 5:30 a. m. fired a gun and got underway in company with the *Wabash*. Stood in for Hatteras Inlet. Sent *Monticello* and *Pawnee* to embark the troops, if they wished to. Began engaging the batteries with *Wabash* and *Susquehanna*. Let go our anchor and hauled out the spanker to keep the broadside to the shore. At 9:15 the *Cumberland* came into action. Batteries returned our fire at long intervals. At 9:40 made signal to use 15-second shell. At 11:07 a white flag was raised and the fleet ceased firing. The tug *Fanny* took General Butler and staff inside the point. The *Harriet Lane* grounded in attempting to follow, but got off. Secured battery and got underway at noon. The *Adelaide* and *Peabody* took in our troops.

Abstract log of the U. S. S. Monticello, August 27–31, 1861.

August 27, 1861.—Off Hatteras Inlet, North Carolina: At 3 p. m. was ordered to stand inshore and reconnoiter. Discovered two earthworks on north side of entrance; could not discover the number of guns; reported to the flagship and came to anchor.

August 28.—At 6 a. m. received on board the marines from the *Minnesota;* took a scow in tow. At 6:30 received all the marines belonging to the *Wabash*, per steamer *Fanny*. Stood in toward the beach, followed by the *Pawnee, Harriet Lane, Minnesota, Wabash*, and *Cumberland.* At

10 the three last-named vessels commenced shelling the fort on the point, which replied promptly. The *Harriet Lane*, *Pawnee*, and *Monticello* commenced firing at 10:30 to cover the landing of the troops. At 11 the first boat load of troops landed on the beach. At 11:45 all the marines left the *Monticello*. Flagship signaled us to return to our station near the beach. .Wind freshening, surf increasing, could not land more troops with safety, the last two boats having been bilged in the surf while landing. At 3 p. m. troops advanced along the beach toward the fort. We steamed down abreast of them, firing shell to cover their advance. The fort on the point ceased firing; the rebel flag hauled down. At 3:40, no sign of rebel flag in either fort. Our soldiers took possession of the fort on the point. At 3:50 we were feeling our way in with the lead, when flagship signaled us. Ran down to her; received pilot and orders to proceed inside. Stood for the channel on the north side of the inlet; entered it at 4 p. m; struck heavily several times. Stood in, striking very often. The fort inside showed no colors. As we neared it, saw men moving about. At 4:10, as we neared the point, the fort opened fire upon us. There were 14 guns in it. We promptly returned the fire from our pivot gun and starboard battery, ship striking often as we strove to turn her around, we firing 5-second shell rapidly and with precision into the battery. At 5 stood out of the inlet, the fort firing very slowly and not answering our last three shots. We were struck by 8-inch shot and shell five times. The whaleboat's bottom shot away. Ran down to the flagship. Carpenter and his mates plugged up holes and repaired damages temporarily. Stood in toward the batteries, firing several shots. At 7:30 stood off with the other vessels. Expended during the action, 86 shell, 3 shrapnel; 30 fired at fort while on the bar, balance before entering and after leaving.

August 29.—Received orders from flagship to endeavor to get off surfboats from the beach with the assistance of tugboat *Tempest*. Got one off and towed her out to steamer *Adelaide*. At 8:15 the *Minnesota*, *Wabash*, and *Susquehanna* commenced firing on the large fort. At 9:30 the *Cumberland* came and anchored and opened fire upon the fort. At 10:30 the fort showed a white flag. Our troops had occupied the small fort on the point previous to this time. At 11:45 the steamer *Fanny* stood through the inlet, and three rebel steamers and four rebel schooners stood across the sound. At 11:45 sent provisions on shore for the troops. Flag-officer hailed Captain Gillis and said: "We admire your beauty spots (alluding to the damages received); you have done well; you are the only vessel tested." At 1:30 p. m. the *Adelaide* and *George Peabody* ran in through the inlet. The *Harriet Lane* got ashore trying to get in. We ran down to her, sent her our best hawser by the tug, and hauled on it till the hawser slipped. At 6 p. m. four American flags displayed on the fort, which saluted with fourteen guns. At 6:30, in obedience to signal from flagship, took five men off the hulks. At 8 came to anchor.

August 30.—Received orders to render any assistance possible to the *Harriet Lane*. At 12 m. flagship signaled for Captain Gillis to come on board. He learned that 615 prisoners had been taken in the forts. During the action there were 7 killed and 24 wounded. Prisoners were taken on board the *Minnesota*. We had 2 men slightly wounded during the action of the 28th instant.

August 31.—Received orders to go in chase of a sail. Brig *H. C. Brooks* and schooner *Henry Nutt* were captured in Hatteras Inlet by the naval expedition this day.

Abstract log of the U. S. S. Pawnee, August 28 and 29, 1861.

August 28, 1861.—At 10 a. m. squadron standing in to engage the batteries. At 10:10 engagement was opened by *Wabash*, all ships soon following. From meridian to 4, standing off and on Hatteras Inlet. Boats employed ashore landing men. From 4 to 6 p. m., stood in and engaged battery, firing about 50 rounds with great effect.

August 29.—At 6 a. m. squadron all standing in for Hatteras Inlet. At 7:15 was ordered to anchor near shore and take troops from shore if they desired to leave; also to clear hulk loaded with sand and stone. At 7:40 the flag[ship] made general signal to engage the batteries carefully. From 8 to meridian sent boat on shore, but could not land on account of the surf. At 11:10 opened fire from this ship upon a schooner anchored on the other side of the battery; fired a few shot, most of which fell short. Squadron actively engaging battery until 11:20, when battery hoisted flag of truce. Tug *Fanny* was sent in. *Harriet Lane* tried to go in to battery, but got aground on shoal.

Abstract log of the U. S. S. Susquehanna, August 28 and 29, 1861.

August 28, 1861.—At 11 a. m. rounded to within 1 mile of the fleet off Hatteras Inlet. Received signal from the flagship. Rounded to within 1 mile from the battery on the northeast point of the inlet and opened fire on it from starboard battery. At noon signal from flagship, No. 8. Stood close to breakers and continued firing. At 12:30 p. m. ceased firing. At 1:30 signal from flagship; at once commenced firing again upon battery; ceased at 5. At 5:45 ran down to troop barges and commenced taking off troops. At 8 all troops safely on board.

August 29.—At 8 a. m. opened fire on westernmost battery from our starboard battery. At 11 ceased firing upon battery, a flag of truce having been hoisted upon enemy's battery.

Abstract log of the U. S. S. Wabash, August 28 and 29, 1861.

August 28, 1861.—At 8:20 a. m. succeeded in taking the *Cumberland* in tow and stood in for the forts at Hatteras Inlet. At 10 got in position and opened with our starboard battery, firing 10-second shell into the sand battery on the point. The enemy returned our fire with shell and shot. At 12 m. engaging the batteries on shore, having *Cumberland* in tow. At 1:50 the small battery was deserted by the rebels and the American flag was placed on the parapet by our scouts. Ceased firing. Flagship telegraphed. Hailed the flagship to say that the enemy had left the small battery for the fort and were receiving reenforcements (this was reported from aloft by Lieutenant Barnes). Made signal to flagship, "What shall we do with the *Cumberland?*" Flagship answered. After towing the *Cumberland* some distance to seaward observed the fort to open on the *Monticello* at short range with damaging effect. Cast off the *Cumberland* and stood in for action again. At 4:30 stood in toward the batteries again and renewed the engagement. The flagship *Susquehanna*, and *Monticello* engaged at the same time.

August 29.—At 5 a. m. flagship made signal 102. Spread fires, got underway, and stood in toward the batteries at Hatteras Inlet. At 7:15 commenced the attack on redan or inner battery, the water battery being held by our own troops. The flagship and *Susquehanna*

engaged in line. At 8 began firing. At 9 the *Cumberland* did the same. Kept up a steady fire until finding our shell, 15-second fuzes, falling short we ceased firing. A little afterwards the flagship made signal to commence firing. At 10 signal was made to use 15-second fuzes. At 11 a white flag was hoisted on the fort. Ceased firing, when a steamer ran in and the fort surrendered to the naval commander in chief.

[Telegram.]

NORFOLK, *August 27, 1861.*

The enemy's fleet—2 steam frigates, 2 transport steamers, 8 smaller steamers with boats in tow, and a body of troops—left last evening; passed out of the capes, and steered south, I think to coast of North Carolina. No news of him this morning.

BENJ. HUGER,
Brigadier-General.

General S. COOPER,
Adjutant and Inspector General.

[Telegram.]

RALEIGH, N. C., *August 29, 1861.*

A fleet of steamers with boats with men left Fort Monroe on Monday evening, going south. Tuesday evening they appeared off Hatteras. On Wednesday, about 9 o'clock a. m., they attacked the fort. The firing from the fort ceased after some hours, and the result is only known from rumor, which says the fort was captured. The fort was scarce of ammunition, which contributed to its fall. It is a most important point during the blockade.

HENRY T. CLARK.

L. P. WALKER,
Secretary of War.

Letter from the President of the Confederate States to the President of Congress, regarding affairs at Hatteras Inlet, North Carolina.

RICHMOND, *August 31, 1861.*

SIR: The resolution of the Congress of this date, calling for all the information in my possession in relation to the landing of the Federal troops upon the coast of North Carolina and enquiring what steps, if any, have been taken to repel the invasion and to put the coast in a state of defense, has just been received, and I have to reply that no official report of the occurrence has been received. I transmit copies of the telegrams, which contain all the information which has been received by the Executive Department.

Preparations to put the coast of the State of North Carolina in a proper condition for defense are still in progress and will receive such additional attention as this occasion indicates to be necessary. It is not deemed consistent with the public interest further to state the movements of troops which, in this connection, have been ordered and are in contemplation.

JEFFERSON DAVIS.

Hon. HOWELL COBB,
President of Congress.

[Enclosures.—Telegram.]

GOLDSBORO, N. C., *August 30, 1861.*

Hatteras Inlet taken by Federal squadron; Barron and Lieutenant Sharp prisoners. Lieutenant Murdaugh wounded in left arm. Whole garrison surrendered. Official report will follow by mail.

A. SINCLAIR,
Commanding Winslow.

Hon. S. R. MALLORY,
Secretary Navy.

[Telegram.]

GOLDSBORO, *August 30, 1861.*

The steamer *Winslow*, just arrived here from Hatteras, Captain Sinclair, reports the forts there captured by the enemy at 11:30 a. m. Commodore Barron, Colonel Bradford, and the garrison, numbering about 580 men, including the field officers of Seventh Regiment of volunteers, surrendered. I will make such arrangements as I can for present defense against further disaster. Please order General Huger to send four regiments and a light battery to the eastern counties and a number of heavy guns with an engineer to fortify such points as may be necessary. I have only the Seventh Regiment of State troops at my disposal.

R. C. GATLIN,
Brigadier-General, C. S. Army.

General S. COOPER,
Adjutant-General.

[Telegram.]

RALEIGH, *August 30, 1861.*

Fort Hatteras taken. Garrison, 550 men, including Commodore Barron and Colonel Bradford, prisoners. An extensive coast frontier now requires all the attention of Confederate Government.

HENRY T. CLARK.

L. P. WALKER,
Secretary of War.

Detailed report of Flag-Officer Barron, C. S. Navy, commanding Naval Defenses Afloat of Virginia and North Carolina.

U. S. FLAGSHIP MINNESOTA,
At Sea, August 31, 1861.

SIR: I have the honor to report the surrender of Fort Hatteras, with its garrison, on the 29th instant to the combined naval and military forces under the command of Flag-Officer Stringham and Major-General Butler, of the United States service.

On the 28th instant, having arrived at Hatteras Inlet in the steamer *Winslow*, I received a message from Colonel Martin, commanding the Seventh Regiment of North Carolina Volunteers on shore, that he wished to hold a conference with me. I immediately went to Fort Hatteras, accompanied by Colonel Bradford, colonel of artillery and

engineers and chief of ordnance of North Carolina, and Lieutenants Murdaugh and Sharp, C. S. Navy.

I found the colonel very much exhausted from exposure and hard fighting, which had lasted from 8 a. m. until after dark, during which period of time he had been driven from Fort Clark (after spiking the guns) to Fort Hatteras, the ammunition in the former's magazine having been expended.

I was requested by him and Major Andrews, commanding the post, to assume command of the fort, to which I assented, Colonel Bradford volunteering to assist me in the duty of defense. In assuming this grave responsibility I was not unaware that we could be shelled out of the fort, but expecting from New Berne the arrival of a regiment of North Carolina volunteers at or before midnight (the fleet having put to sea, and appearances indicating bad weather), we designed an assault on Fort Clark, three-fourths mile distant from Fort Hatteras, which had been taken possession of by a party landed from the shipping, but unfortunately the regiment did not arrive until the following day after the bombardment had commenced, and when the time came that I deemed evacuation or surrender unavoidable, the means of escape were not at my command.

On the next morning at 7:40 a. m. the fleet, consisting of the *Minnesota*, *Wabash*, *Susquehanna*, *Cumberland*, *Pawnee*, and *Harriet Lane* (other steamers being in company), took their position and opened fire. In addition to the batteries of the ships the enemy had during the night erected a battery of rifled field guns near to Fort Clark, which also opened on us.

During the first hour the shells of the ships fell short, we only firing occasionally to ascertain whether our shot would reach them, and wishing to reserve our very limited supply of ammunition till the vessels might find it necessary to come nearer in, but they, after some practice, got the exact range of the IX, X, and XI-inch guns, and did not find it necessary to alter their positions, whilst not a shot from our battery reached them with the greatest elevation we could get.

This state of things, shells bursting over and in the fort every few seconds, having continued for about three hours, the men were directed to take shelter under the parapet and traverses, and I called a council of officers, at which it was unanimously agreed that holding out longer could only result in a greater loss of life, without the ability to damage our adversaries; and just at this time the magazine being reported on fire, a shell having fallen through the ventilator of the bombproof into the room adjoining the principal magazine, I ordered a white flag to be shown, when the firing ceased, and the surrender was made upon the conditions of the accompanying articles of capitulation.

The personnel of the command are now prisoners of war on board this ship, where everything is done to make them as comfortable as possible under the circumstances, Flag-Officer Stringham, Captain Van Brunt, and Commander Case extending to us a characteristic courtesy and kindness.

We are to be landed at Fort Hamilton, New York Harbor.

The gun on a navy carriage was manned by eight men from the *Winslow* and a few volunteer soldiers, and commanded by Lieutenant Murdaugh, assisted by Midshipman Stafford, of the *Ellis*. I regret to state that Lieutenant Murdaugh had his arm severely shattered. Lieutenant Sharp, my flag-lieutenant, was knocked down by a shot and hurt in the head, but not severely, I trust, although suffering to-day from its effects. One man was killed at the navy gun, and the carriage

disabled. Lieutenant Murdaugh was taken, by direction, to the *Winslow*, and has escaped being made prisoner. So far as ascertained there were on this day 2 killed, 25 or 30 wounded, and many others slightly touched.

I have the honor to be, sir, very respectfully, your obedient servant,

S. BARRON,
Flag-Officer, Comdg. Naval Defenses Afloat of Va. and N. C.

Hon. S. R. MALLORY,
Secretary C. S. Navy, Richmond, Va.

Detailed report* of Colonel Martin, C. S. Army.

FLAGSHIP MINNESOTA,
At Sea, August 31, 1861.

SIR: I herewith report the fall of Forts Clark and Hatteras, at Hatteras Inlet, on the 28th and 29th of this month and the surrender of all the officers and troops then present to the combined naval and army forces of the U. S. Government, commanded by Commodore Stringham and Major-General Butler, as prisoners of war.

On Tuesday afternoon, the 27th of August, about 4 o'clock, I discovered a large fleet in sight off Hatteras. After an hour or more, by the aid of the glass, I made out what I considered 7 large war steamers, 2 transports, apparently crowded with men, and 2 or 3 small tug steamers. Having at that post but about 350 men, and learning from the officers in charge of Forts Clark and Hatteras that it would require at least 225 men to work the guns properly and give the necessary reliefs, and knowing that with the residue of the men I could not successfully resist a landing of the enemy's troops, I determined to send to Portsmouth [N. C.] for aid. There being no steamboat at Hatteras, after some hour or more I succeeded in getting a pilot boat and dispatched it with orders to Lieutenant-Colonel George W. Johnston, at Portsmouth, to bring to my aid from Portsmouth all the men that could possibly be spared. This dispatch, which I had hoped and expected would have reached him in a few hours, he did not get until some time in the morning of the next day.

Immediately upon receiving my orders Lieutenant-Colonel Johnston made every effort to come to my aid, and succeeded in reaching Hatteras at dark on the 28th, with Major H. A. Gilliam and portions of the following companies, to wit: Company E, Seventh Regiment North Carolina Volunteers, Lieutenant George W. Grimes commanding, and 60 men and 2 second lieutenants; Company C, Seventh Regiment, Lieutenant M. T. Moye commanding, with 73 men and 1 second lieutenant; Company C [D], Seventh Regiment North Carolina Volunteers, Captain Thomas H. Sharp commanding, with 64 men and 2 second lieutenants; company of State troops, Captain Thomas Sparrow commanding, with 50 men and all his officers. At the time of the arrival of Lieutenant-Colonel Johnston, Commodore Barron, of the C. S. Navy, and Major W. S. G. Andrews, commanding the artillery defenses at Forts Clark and Hatteras, also arrived.

On the arrival of Commodore Barron and Major Andrews I held a consultation with the major, and we agreed that it was advisable to surrender the command of our defenses to the commodore, having entire confidence in his skill, experience, and bravery, if he would accept the same. The offer of the command was made to him, and he

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*This report was copied from a clipping from a newspaper.

consented to take charge. The report of Commodore Barron and Major Andrews of the action of the 29th contains all that is material, and I therefore deem it unnecessary to say anything in relation to the attack and surrender on the 29th, further than to remark that the officers and men behaved well, exhibiting great coolness and bravery, and regretting that we were placed at such disadvantage, having neither sufficient armament to compete at all with the enemy and having a fortification not sufficiently well constructed to enable us to remain still and endure the fire of the enemy. Had our condition in either of these respects been what it ought to have been, Hatteras would still be in our possession.

On the morning of the 28th, between 8 and 9 o'clock, a heavy fire was opened from the steamers *Minnesota*, *Wabash*, *Susquehanna*, and other war vessels upon Fort Clark and upon almost all parts of the island, particularly at the point where they intended landing troops. The fire was continuous upon Fort Clark, and upon all the skirts or woods where troops might possibly be concealed, for several hours. Being a fire of shells only, it might well be spoken of as a flood of shells. The fire of the enemy was promptly returned by Captain J. C. Lamb, Company D, Seventh Regiment North Carolina Volunteers, who was in charge of Fort Clark, and was regularly kept up by him until every charge of powder and every primer was exhausted. It was while gallantly directing one of the guns at Fort Clark that Lieutenant Knight, of Company D, Seventh Regiment North Carolina Volunteers, received a severe wound in the arm from a fragment of a shell. Captain Lamb and his lieutenants, all of whom were present, and the men under their command, displayed great coolness and bravery. Their fire was well directed, guns well managed, and whilst most of their shot fell short, yet some reached the enemy, doing, however, but little damage, as they were all round shot that were fired.

Our ammunition being entirely exhausted at Fort Clark, and the enemy having landed some forces, I called the officers together who were at Fort Clark, and it was unanimously agreed that it was advisable to render useless the guns and fall back upon Fort Hatteras. This being agreed to, I sent orders to the various bodies of men whom I had stationed in the skirts of wood to resist the advance of the enemy upon Fort Clark, that Fort Clark could not be held, and they must fall back upon Fort Hatteras. The guns at Fort Clark were as effectually spiked as it was possible to do with nails, having no proper spikes; everything taken off that we could carry, and we fell back, under a most terrible fire of shell, upon Fort Hatteras. We reached there about 1 o'clock. I should have stated before that Lieutenant A. W. Ezzell, of Captain William Sutton's company of State troops, had charge of one of the guns at Fort Clark, and I can well say that he discharged his duty as a man and a soldier.

I regret to state that while some of the men were passing from Camp Gwynn, which was on the sound shore and about 2 miles from Fort Hatteras, one man and possibly two were killed by shells of the enemy. I have not been able to learn their names.

Having collected all the troops at Fort Hatteras, I determined to make as good a resistance as possible. Consulting with Captain Cohoon, of Company B, Seventh Regiment North Carolina Volunteers, who had charge of Fort Hatteras with his company, we agreed that it was useless to expend our shot on the enemy, as we were beyond reach, so we must endure until they came nearer. Fort Hatteras submitted to the fire for some hours without returning a shot. At about 4 o'clock

p. m. one of the enemy's steamers undertook to go through the inlet, when we opened fire upon her and drove her back, putting several round shot into her, but doing her, I suppose, no material damage.

The firing between Fort Hatteras and the enemy continued until nightfall, or rather the fire of the enemy upon the fort continued, for they kept so well beyond the reach of our guns that we only wasted our ammunition in firing at them.

It may be proper to state that no flag was raised upon Fort Hatteras during the day of the 28th. This was a fact, however, that did not attract my attention, and I suppose can only be accounted for from the flag having been torn to pieces by the winds and no new ones procured, for when on the 29th the flag was ordered to be hoisted we had to use the one brought from Fort Clark, not being able to get the one belonging to Fort Hatteras.

I regret to report that in addition to the officers who had their companies with them, several other officers are prisoners who were present in the engagement, and shared the fate of the command of the post. I enclose a list of all the officers not in command who are prisoners of war. Among these officers are Captain Lucius J. Johnson and Lieutenant James T. Lasselle. These officers were summoned there from their commands to attend a general court-martial ordered at that point by General Gwynn, and in this way have fallen with the command at Hatteras. While regretting it much on their account, I can not but express my gratification at having with me on the 28th Captain Johnson. I found him an invaluable aid to me.

I enclose also the returns of the captains to me of the condition of their commands, number of prisoners, killed, wounded, and missing. I am not satisfied that it is entirely correct, but is as nearly so as could be made. I send also a report of Assistant Surgeon Dr. [W. E.] Poole, who came over with the troops from Portsmouth, of those who received some slight bruises and cuts, but not sufficient apparently to require treatment. The wounded requiring treatment are all on board the steamer *Adelaide*, and have gone to Old Point. The surgeon of the regiment, Dr. Wyatt M. Brown, is with them, and I have received no report from him. He will probably report the names and condition direct to you.

In conclusion, I state that as far as I can learn our destination, we are bound to Fort Hamilton, N. Y., and I may be permitted to add that we have been treated most kindly, both officers and men, by those in whose charge we are placed.

I enclose a copy of the terms of capitulation signed by the parties, as appears in the copy.

In speaking of the action at Fort Hatteras on the afternoon of the 28th, I ought to have stated that the guns were managed by Captain Cohoon's company, and that he and his officers, Lieutenants Fatherly and Hoy (his first lieutenant being absent on sick leave), and his men behaved with great bravery and coolness, discharging faithfully their duty.

I am much indebted to Lieutenant-Colonel George W. Johnston and Major H. A. Gilliam for valuable aid rendered me on the night of the 28th, in relieving me of the duty of arranging guards, pickets, etc., and in looking after them during the night.

Yours, etc.,

WM. F. MARTIN,
Colonel Seventh Regiment Infantry, North Carolina Volunteers.

ADJUTANT-GENERAL OF NORTH CAROLINA,
Raleigh, N. C.

Report* of Major Andrews, C. S. Army.

ON BOARD U. S. S. MINNESOTA,
September 1, 1861.

SIR: I beg leave to report that after a bombardment of three hours and twenty minutes on the 29th of August, 1861, I surrendered to Commodore S. H. Stringham, flag-officer, and Major-General B. F. Butler, commanding United States forces, Fort Hatteras, Hatteras Inlet, North Carolina.

In making this report I desire briefly to allude to the circumstances attending the capitulation.

I arrived at Fort Hatteras on the evening of the 28th August, in company with Commodore Barron, flag-officer, C. S. Navy, in charge of the defenses of Virginia and North Carolina, and found that during the day the enemy had attacked the forces under the command of Colonel William F. Martin, as well as Forts Clark and Hatteras, under my command, and after a day of most severe and unceasing fighting the colonel had succeeded in concentrating all the forces within the walls of Fort Hatteras. Colonel Martin himself was utterly prostrated by the duties of the day, and on consultation with him I proposed that we invite Commodore Barron, an officer of great experience, to take the general command and direct the succeeding operations.

Commodore Barron consented and assumed the command. I then proceeded to examine our guns and munitions and prepare the fort for the action of the coming morning.

There were but two guns mounted on the side next to Fort Clark, both 32-pounders, and one gun on the corner next the bar, an 8-inch shell gun. During the night I took away a traverse on the back face and brought another gun to bear in the same direction.

The companies of my command, under Captains Cohoon, Lamb, and Sutton, having been in action all the previous day, displaying great courage and devotion, being perfectly exhausted, I placed the batteries in charge of fresh troops, as follows: Nos. 2 and 3, of the channel battery, under the command of Lieutenant-Colonel George W. Johnston, assisted by First Lieutenant Moye and Second Lieutenant George W. Daniel; No. 6, facing the bar, and No. 7, facing Fort Clark, were placed in charge of Major Henry A. Gilliam, assisted by Lieutenants Johnston and Grimes; No. 8, a gun mounted on a naval carriage, was commanded by Lieutenant Murdaugh, of the C. S. Navy, assisted by Lieutenant Sharp and Midshipman Stafford. Captain Thomas H. Sharp had command of No. 9, but owing to the wrenches not fitting the eccentric axle was unable to bring it into action. He stayed by his guns during most of the engagement, but could not fire.

Thus we had but three guns we could bring to bear (if the enemy took up his position of the previous day), viz, Nos. 6, 7, and 8.

At 7:40 o'clock a. m. of the 29th the enemy opened fire on us from the steam frigates *Minnesota* (43 guns), *Wabash* (43 guns), *Susquehanna* (15 guns), frigate *Cumberland* (24 guns), steamer *Pawnee* (10 guns), and *Harriet Lane* (5 guns), and a rifled battery of 3 guns erected in the sand hills half a mile from Fort Clark. Thus you will see they brought 73 guns of the most approved kind and heaviest metal to bear on us, the shells thrown being 9-inch, 10-inch, and 11-inch Dahlgren, Paixhan, and columbiad shells, while from the position taken we were unable to reach them with the greatest elevation.

The men of the channel battery were ordered to leave their guns and protect themselves as well as possible, the council of the commanding

*This report was copied from a clipping from a newspaper.

officers having decided that it was to be an action of endurance until our reenforcements came up. After a few shots had been fired and it was ascertained that we could not reach them, our guns ceased fire, and only answered the fire of the enemy occasionally to show we had not surrendered.

The firing of shells in half an hour became literally tremendous, as we had falling into and immediately around the work not less on an average than 10 each minute, and, the sea being smooth, the firing was remarkably accurate. One officer counted 28 shells as falling so as to damage us in a minute, and several others counted 20 in a minute.

At the time the council determined to surrender 2 of our guns were dismounted, 4 men were reported killed, and between 25 and 30 badly wounded; shell had fallen into the room adjoining the magazine and the magazine was reported on fire.

It is useless to attempt a further description. The men generally behaved well, nearly every commissioned officer, from the commodore down, was more or less wounded, and 50 or 60 of the noncommissioned officers and men, who would not report to the surgeon.

Lieutenant Stuart L. Johnston, Company E, Seventh Regiment, fired the last gun at the enemy and raised the flag of truce on the bombproof.

The details of capitulation were arranged on the flagship *Minnesota*, by which we laid down our arms and marched out as prisoners of war.

I desire especially to speak of the conduct of the officers and men at the naval gun, who fired frequently to try the range.

Lieutenant Murdaugh was badly wounded; Lieutenant Sharp was knocked [down] by a shot which passed through the parapet near his head and brought the blood from his ear and cheek in considerable quantity, killing a man at his side, at the same time knocking down and covering Colonel J. A. J. Bradford with sod and earth, and Midshipman Stafford cheered on the men, behaving in a most gallant manner.

After the fall of Lieutenant Murdaugh his men bore him to the commodore's boat and he escaped.

I am, very truly and respectfully, yours,

W. S. G. ANDREWS,
Major, etc.

ADJUTANT-GENERAL OF NORTH CAROLINA.

Report of Flag-Officer Barron, C. S. Navy, commanding Naval Defenses of Virginia, recommending for promotion Lieutenant Murdaugh, C. S. Navy.

FLAGSHIP PATRICK HENRY,
Drewry's Bluff, December 1, 1862.

SIR: In my official report of the fight and surrender of Fort Hatteras, made from my imprisonment, I made no mention of the severe wound of Lieutenant William H. Murdaugh, because I was at that time ignorant of his fate, having ordered him taken off to the steamer when I learned of his wound and saw that his gun was disabled by a shot from the enemy. It has been only since my return from long captivity (eleven months) that I have been made aware of the fact that he has lost the use of his left arm entirely.

I deem it due to this gallant young officer that some official record of his services and severe injury shall be placed on file in the Navy Department. Lieutenants Murdaugh and Sharp volunteered to go on shore with me on the evening of the 28th August, 1861, when I was invited by Colonel Martin to take command of the fort. The latter was my flag-lieutenant and the former to take charge of a naval gun, manned by seamen from my small squadron, aided by Midshipman Stafford, from

the steamer *Ellis*. It was in the gallant and meritorious service of this gun during the terrific bombardment by the ships of Commodore Stringham's fleet on the 29th of August, 1861, that Lieutenant Murdaugh received his most painful and long-enduring wound.

He is, however, now fit for duty, and is at this time in command of the gunboat *Beaufort*.

I beg leave, respectfully, to recommend him to the favorable consideration of the Department for promotion for "gallant and meritorious conduct during the war," or for the vacancy which exists in the number of "five commanders, etc., for the war," allowed by the act of December 24, 1861, for the "temporary increase of the Navy." No officer could have behaved under the fire of the enemy with more coolness, promptness, and efficiency than did these young men. I am the more emboldened to make this recommendation of Lieutenant Murdaugh for the reason that Lieutenant Murdaugh is, I believe, the only officer in the naval service who during this war has been deprived of the use of a limb by the enemy's shot and shell.

Very respectfully, your obedient servant,

S. BARRON,
Flag-Officer.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond.

Report of Captain Purviance, U. S. Navy, commanding U. S. ship St. Lawrence, requesting the presence of an additional steamer off Savannah, Ga.

U. S. FRIGATE ST. LAWRENCE,
Off Savannah, August 29, 1861.

SIR: The *Iroquois* sailed hence on 26th instant for Hampton Roads to coal; we are therefore alone.

If you have a steamer, please send her immediately. It is impossible to keep up the blockade without at least two steamers, one to watch the different outlets of Port Royal and the northeast side of the coast, the other off Wassaw Sound and the southwest side of the coast.

There are numerous outlets where small steamers would be very useful; the currents are strong and water shoal.

We had a visit from the French steamer *Catinat* on yesterday; she steamed by us, dropped a paper, and returned.

We are nearly out of provisions and water, and shall soon be obliged to leave here to replenish, say in about eight days.

Very respectfully, your obedient servant,

H. Y. PURVIANCE,
Captain.

Flag-Officer S. H. STRINGHAM,
Hampton Roads.

Order of the Secretary of the Navy to Flag-Officer Pendergrast, U. S. Navy, detaching him from the command of the West India Squadron and discontinuing that squadron.

NAVY DEPARTMENT, *August 29, 1861.*

SIR: The condition of affairs and current events are such as to render it advisable to relinquish, at least for the present, a separate

squadron in the West Indies and on the coast of Central America. Upon the receipt of this letter, you will regard yourself as detached from the command of the West India Squadron, and a leave of absence is hereby granted to you for two months, and upon its expiration you will report to the Department.

In detaching you, the Department embraces the opportunity of expressing its appreciation of the important services rendered by you while in command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer G. J. PENDERGRAST,
Commanding West India Squadron, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of prisoners.

NAVY DEPARTMENT, *August 29, 1861.*

SIR: Your No. 131, dated August 26, has been received. You were informed on the 20th instant that the War Department would take charge of prisoners coming under the control of the naval authorities.

You will send those of the *Albion*, and any you may in future have, to Fort Lafayette, in compliance with those instructions, without further instructions from this Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the shipment of arms by steamer Bermuda from Liverpool.

NAVY DEPARTMENT, *August 29, 1861.*

SIR: I enclose herewith a copy of a dispatch from the U. S. vice-consul at Liverpool, forwarded to this Department by the Secretary of State, in regard to reshipment of arms on board the screw steamer *Bermuda*, supposed to be for the Southern States, and the probability of the steamer being employed as a privateer.

The Department expects you to be particularly vigilant in your look-out for this vessel, and will be chagrined if she is allowed to enter a Southern port.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron, or

SENIOR OFFICER PRESENT, COMMANDING,
Hampton Roads.

[Enclosure.]

U. S. CONSULATE, *Liverpool, August 13, 1861.*

SIR: Referring to my dispatch No. 29, of the 9th instant, I have now to inform you that my man followed up the track of the crates, etc.,

from Grazebrook's warehouse; that they went to West Hartlepool (a place on the east coast near Hull), where they are being shipped, with other packages, bales, boxes, etc., arriving from other places, on board the screw steamer *Bermuda*. She must, from appearances, have an immense quantity of arms and ammunition on board. She is one of the steamers mentioned in my dispatch No. 23 as having been bought by Fraser, Trenholm & Co., the Liverpool branch of John Fraser & Co , of Charleston. My man saw Mr. Prioleau (the partner of Fraser & Co. residing here) on board the *Bermuda*, actively engaged about the shipment of the arms, etc.

This morning I learned that trucks had been engaged by Mr. Grazebrook to carry a quantity of powder inland. It is probable it is also going to the *Bermuda*. The following is a description of the screw steamer *Bermuda*, of Liverpool, commanded by a Frenchman: Has two masts; brig rigged; lower part of funnel now painted black, upper part red; hull black, with a narrow red stripe around on the molding level with the deck; has six boats, now painted white; no poop; wheelhouse painted white; no figurehead; no bowsprit; is armed with four guns; bottom painted pink up to water line.

As well as he could find out, she was to clear for Havana. She had her coal on board and may sail any day.

With high respect, I am, your obedient servant,

H. WILDING.

[Hon. W. H. SEWARD,
Secretary of State.]

Report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, of the capture of the schooner Extra and sloop Good Egg in Rappahannock River, Virginia.

U. S. PROPELLER DAYLIGHT,
Rappahannock River, August 30, 1861.

SIR: Being informed yesterday by one of a number of contrabands of war who have sought refuge on board of this vessel (whom I send herewith with a list of their names, etc.), that a schooner laden with goods was expected to arrive last night at Carter's Creek, I got underway at 8 o'clock p. m., and anchored at about 10: 30 p. m., about 13 miles up the river, off the entrance to the Corrotoman River above Carter's Creek, ready to intercept her should she make her appearance; and at 6:30 this morning, as the fog lifted, we discovered a schooner about 3 miles up the Corrotoman River, weighed anchor and gave chase, running the steamer into 2 fathoms of water. The fog thickening shut the schooner out of sight, whereupon I sent the boats, under charge of Lieutenant Lynch, when the crew, on his approach, left her in their boats. He took possession of the abandoned schooner, *Extra*, of Baltimore, of 78 tons, said to belong in part to a Mr. Ridgeway, who owns a steam sawmill near where we captured her; and I hear that she left Baltimore about the 25th of June last, and has been since that time employed on this river. She appears to be a fine vessel of her class, and it is said she is a fast sailer. I send all the papers found on board. She had no flag, and has 29 sacks of wheat and a large number of empty bags, evidently intended for the same purpose.

After securing her alongside, I proceeded up the river about 30 miles above its mouth, and chased a small sloop on shore near the entrance

to Deep Creek, when we saw she was abandoned, the crew carrying away their valuables. On nearing her I sent the boats and brought her alongside at about noon. She proved to be the sloop *Good Egg*, from East River, emptying into Mobjack Bay, Virginia, near York River. We found no papers and nothing of value on board of her.

I send her also with the schooner *Extra*, under charge of Sailing Master Wood, and four canoes (said to be worth from $10 to $20 at Fortress Monroe) brought off by the runaways, herewith sent. The *Good Egg* had no colors.

As I am short of officers, I have to request that Mr. Wood and the two men accompanying him may be returned by the first conveyance you can conveniently furnish him with.

I understand the capture of the brig *Monticello* created quite a sensation along the river, and it is significant that the two schooners captured at the same time by the piratical steamer *St. Nicholas* have not been released. They are said to have belonged to Northern owners. The vessels are becoming alarmed and move about very cautiously along the lower Rappahannock; however, I shall do my utmost to intercept their commerce and cripple their resources.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,
Commander.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Engagement between the U. S. ship Savannah and the Confederate tug Harmony, in Hampton Roads, Virginia, August 30, 1861.

Report of Captain Hull, U. S. Navy, commanding U. S. ship Savannah.

U. S. SHIP SAVANNAH,
Off Newport News, August 30, 1861.

SIR: I have the honor to report that at 11:45 a. m. this day a small steamer under the Confederate flag, with a red flag also flying, passed down from Norfolk, outside of Craney Island, to Pig Point, and after communicating with the battery at that place, she approached this ship and commenced firing upon us with a rifled gun from her bow, our ship being at anchor. Her firing was promptly returned, our shot falling short, much to the mortification of all on board. She continued firing for forty-five minutes, which we answered with all the guns that could be brought to bear upon her. During the firing one shot struck our mainmast, about halfway from deck, and carried away one of the mast hoops, injuring the mast considerably; another exploded under our port forechains, striking the second launch, lying at the boom, and carrying away her bow; another exploded under our port quarter, apparently under water, very sensibly jarring the ship, although as yet no injury has been discovered; others passed through the rigging with slight damage. Toward the close of the engagement several shots were fired from the rifled gun in the battery at Camp Butler, Newport News.

I am gratified to report that no injury has been sustained by any person on board.

I am, with great respect, your obedient servant,

J. B. HULL,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Captain Hull, U. S. Navy, commanding U. S. ship Savannah, regarding the inefficient condition of the battery of that vessel.

U. S. SHIP SAVANNAH,
Off Newport News, August 31, 1861.

SIR: I deem it proper to bring to the notice of the Department the inefficiency of the battery of this ship when exposed to the fire of heavy rifled cannon, as was clearly shown in the attack of the 30th of August by a very small steam propeller, armed only with one large rifled gun. She took her position at the exact distance which her gun carried, and was enabled to throw every shot over or very near this ship, many striking her, while she was entirely beyond the reach of our guns.

This instance shows how much a vessel armed like this ship is exposed to attacks of this kind when several gunboats could act together with perfect immunity to themselves.

I find, on trimming the wound on the mainmast, preparatory to fishing it, that about one-quarter of the diameter of the mast was shot away; consequently the mast is very seriously injured. It would stand, after being fished, for a considerable time for light service, but it would not be safe to remain long at sea exposed to heavy weather.

I am, with great respect, your obedient servant,

J. B. HULL,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, requesting information regarding the nonparticipation of vessels in Hampton Roads.

NAVY DEPARTMENT, *September 5, 1861.*

SIR: The Department has received from Captain Hull a report of the attack upon the *Savannah* on the 30th ultimo by a rebel steamer that came down from Norfolk. It appears that the steamer fired on the *Savannah* for forty-five minutes, and the Department learns with astonishment that during this whole time four of our men-of-war were in Hampton Roads, or that vicinity, and none of them came to the assistance of the *Savannah* or attempted to cut off the retreat of the rebel steamer. The vessels referred to were the *Seminole*, *Iroquois*, *Mount Vernon*, and *Louisiana*. The Department desires you to enquire into this matter and report the result of your enquiry to it.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding the nonparticipation of that vessel in the engagement in Hampton Roads.

U. S. S. MOUNT VERNON,
Off the Rappahannock River, September 21, 1861.

SIR: In answer to your letter of the 15th instant, calling upon me to report the reason of my not participating in the action against a rebel steamer from Norfolk on the afternoon of the 30th of August, I have

simply to state that I knew nothing of the attack on the *Savannah* at Newport News until several hours after the occurrence. We heard firing in that direction, as we had on many previous occasions, and supposed it to be for practice.

On the same afternoon, about 2 o'clock, a rebel steamer was seen about a mile distant from Sewell's Point, and so reported to me. She fired two shots in quick succession in the direction of the shipping at Old Point and then turned round and stood up for Norfolk. The U. S. S. *Seminole*, Commander Thomson, was the nearest war vessel to the rebel steamer, and I should judge about 3½ to 4 miles distant.

The shot of the rebel steamer fell short of the *Seminole;* the latter returned the fire but failed to reach the enemy.

The reason the *Mount Vernon* did not return the fire is this: We had no steam on, for, according to your instructions received on the morning of the 26th of August, we were engaged in clearing and repairing boilers, etc., which I stated to you could not be accomplished in less time than a week. Under these circumstances, the reason why we did not get underway is explained.

You must also be aware that my light guns could not reach the enemy from our place of anchorage, which was about 4 miles distant from the rebel steamer.

Commander James S. Palmer was the senior officer present, and I presumed he had made to you an official report, or I should have done so myself at the proper time.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

SILAS H. STRINGHAM, Esq.,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Report of Flag-Officer Forrest, C. S. Navy, commanding navy yard, Norfolk, Va.

FLAG-OFFICER'S OFFICE, DOCKYARD,
Gosport, Va., September 2, 1861.

SIR: I directed Commander Fairfax to take charge of the little steam tug *Harmony* and mount upon her one of the rifled guns of 57 cwt. and carry with him all the projectiles—about thirty—then on hand and proceed along the coast in shoal water to Pig Point; to exercise his best judgment in an approach to the enemy's frigate *Savannah*, at anchor off Newport News, and take a position out of reach of her guns, to try the range of his, to near her cautiously and do her as much damage as possible. He proceeded in obedience to these instructions, and the experiment proved a very satisfactory one. I learn to-day that several shells struck the ship and did great execution, the one on her larboard quarter particularly. After exhausting his ammunition he returned with the little steamer, without sustaining any injury or the occurrence of any accident. He fired the two remaining shells on his return at the shipping off Fortress Monroe, the effect of which could not be seen. Great credit is due Commander Fairfax for this deed of noble daring and the success which attended the exploit. Permit me, therefore, to commend him to the notice of the Department.

I have the honor to be, very respectfully, your obedient servant,

F. FORREST,
Flag-Officer, etc.

Hon. S. R. MALLORY,
Secretary of Navy, Richmond.

Letter from the Acting Secretary of State to the Secretary of the Navy regarding the arrival of the privateers Jefferson Davis and Sumter in the West Indies.

DEPARTMENT OF STATE,
Washington, August 30, 1861.

SIR: In a dispatch, dated the 5th of August, received from the U. S. consul at Ponce [Puerto Rico?], reporting to the Department the arrival in the neighborhood of that island of the privateer steamers *Jefferson Davis* and *Sumter*, the consul states that if a Government steamer could be spared to cruise in those waters it would be of the greatest advantage to American interests.

I have the honor to be, sir, your obedient servant.

F. W. SEWARD,
Acting Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Palmer, U. S. Navy, senior officer present, Hampton Roads, Virginia, transmitting a communication from the commanding officer of the U. S. revenue steamer Corwin.

U. S. S. IROQUOIS,
Hampton Roads, Virginia, August 31, 1861.

SIR: Upon my arrival here the day before yesterday to replenish my coal, wood, and water, in two days from the blockade off Savannah, where I left the frigate *St. Lawrence*, I found Flag-Officer Stringham absent and myself in the position of senior officer. I therefore enclose a communication* just received from Commander Lockwood. I shall retain the prizes subject to your order, and shall send to Baltimore the prize brig *Monticello*, agreeable to your telegram of yesterday's date, just received. I also enclose a communication from the commander of the revenue cutter *Corwin*, showing the state of his vessel. I also acknowledge the receipt of your letter of August 29, enclosing a dispatch from the U. S. vice-consul at Liverpool.

We have just learned of the success at Hatteras Inlet and of the departure of the flag-officer in the *Minnesota* for New York.

I have the honor to be, very respectfully, your obedient servant,

JAS. S. PALMER,
Commander, Senior Officer Present.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. REVENUE STEAMER CORWIN,
Hampton Roads, August 30, 1861.

SIR: In obedience to orders from the honorable Secretary of the Treasury, I have the honor to report to you my arrival in this port for duty under your command.

In justification to myself, I beg leave to state that the *Corwin* is an old Coast Survey vessel and is by no means adapted to war purposes. Her armament consists of 2 medium 32-pounders, 2 old 12s in bad condition, 19 Sharps rifles, and 12 cutlasses, old; there are no pistols,

* See p. 147.

boarding pikes, passing or tube boxes for the guns. The engineers report that the engine needs a thorough overhauling and that the boilers are worn out. The firing of our armament has caused the latter to leak badly, and we have been delayed some three hours at sea by the bursting of the supply pipes.

I have the honor to be, sir, very respectfully, your obedient servant,

F. MARTIN,
Captain.

Commodore STRINGHAM,
Flag-Officer of the Home Squadron.

P. S.—I find that I have neglected to state that I assumed command of this ship only three days before we left New York.

F. M.

Order of Captain Hull, U. S. Navy, senior officer present off Newport News, Va., to Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, to proceed to that anchorage.

U. S. SHIP SAVANNAH,
Off Newport News, August 31, 1861.

SIR: Owing to the exposed position of this ship, I deem it necessary to direct you to proceed temporarily to this anchorage, with as little delay as possible, with the U. S. S. *Iroquois.*

I am, very respectfully, your obedient servant,

J. B. HULL,
Captain and Senior Officer.

Commander J. S. PALMER,
U. S. S. Iroquois, Hampton Roads.

Order of Captain Hull, U. S. Navy, senior officer present off Newport News, Va., to Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois.

U. S. SHIP SAVANNAH,
Off Newport News, August 31, 1861.

SIR: The *Seminole* having come to this anchorage since my order of this date was sent, you may consider that order as revoked.

I am, very respectfully, your obedient servant,

J. B. HULL,
Captain and Senior Officer.

Commander J. S. PALMER,
U. S. S. Iroquois, Hampton Roads.

Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, of the capture of the schooner Aigburth.

U. S. SLOOP OF WAR JAMESTOWN,
Off St. John's [Fla.], August 31, 1861.

SIR: The supply steamer *Connecticut* reached this latitude to-day and delivered our rations of fresh beef and vegetables.

Before speaking, but in sight of us, she fell in with an English schooner and examined her papers, which Captain Woodhull informed

me were somewhat suspicious, but that he had not done more than to endorse the existence of the blockade on her log.

As soon as we had received our supplies from the *Connecticut*, I made sail for the schooner, she still standing inshore, although he said he was bound for St. John, New Brunswick.

When he found that he was not likely to escape us, he tacked ship and stood across our bows. A gun from this ship brought him down to us. On being boarded, the following facts were reported by the boarding officer, and on them, in connection with the fact that after being warned off by the *Connecticut*, he still pursued a course which would have taken him directly on to the blockaded coast of east Florida, I concluded to detain him and send him to New York.

Statement of boarding officer, Acting Master William Ellery.

SIR: In obedience to your orders, I boarded the schooner *Aigburth*, and on examining her hold found her cargo to consist of molasses in casks and tierces. On examining her papers I found, as I judge, an informality in them, and, coupled with this, her name had been recently painted and the former partially or nearly obliterated.

The captain (Gates) made me the following statement: The schooner's name was formerly the *Charlotte Ann*, of New Berne, N. C.; was sold to a Mr. Gravely, a resident of Charleston, S. C., and an English citizen.

The papers shown were provisional register, crew list, bill of lading, etc., the two former purporting to be legitimate documents signed by Robert Bunch, esq., H. B. M.'s consul at Charleston, under date of July 2 or 8, 1861.

The schooner passed out July 28 through Hatteras Inlet; saw a large steamer either that or next day; was loaded with rice and bound for Matanzas; arrived there, discharged, loaded, and sailed August 25, ostensibly for St. John, New Brunswick.

I saw nothing in any of his papers verifying the transfer of the vessel from the original to the present owner, which should have been mentioned on the provisional register.

The captain had permission from his owners to stop at Nassau, New Providence, to procure a permanent register, which he did not do. When boarded she was very much out of her track if bound to the above port.

I took the mate and two men on board this ship, leaving the captain and two men on board the schooner.

Prize Master Chisholm was placed in charge of her, with nine men. His instructions were to take her to New York, or, in case of necessity, Philadelphia, and report to the U. S. district attorney or commissioners, and leave a copy of his instructions with the clerk of the court.

I have the honor to be, respectfully, your obedient servant,

CHARLES GREEN,
Commander.

Flag-Officer SILAS H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the means of communication between the eastern and western shores of Virginia.

NAVY DEPARTMENT, *August 31, 1861.*

SIR: The enclosed extract is sent for your information, with the earnest recommendation that the points alluded to be closely watched.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.—Extract.]

AUGUST 26, 1861.

There have been forwarded to the eastern shore of Virginia, across the bay from Richmond, Va., six brass cannon for the troops in Accomac County, Va.; and from a good source I learn that they are in camp drilling, etc., 3,000 strong, and well supplied with ammunition of all kinds, and, also, are receiving and forwarding the same to the western shore to the enemy.

The way the cannon were sent over to eastern Virginia from Richmond was down the Rappahannock River to a point inside the said river 10 miles, and there sent to a place called the Dividing Creek, running up into the land above the mouth of the Rappahannock River some 12 miles. You can carry 12 feet water up this creek some 5 miles out of sight of the Chesapeake Bay. It is at this point where powder is being received and sent to the enemy in various parts of western Virginia. It is sent into Chincoteague Inlet, on the coast, in vessels, on the southerly side of Cape Charles, and taken across the county Accomac to Cherrystone, and from there sent across the bay to this Dividing Creek, above the Rappahannock River, inland, and there sent to the various rebel armies.

The supplies sent are large, as the vessels discharge the powder on the sea side of Accomac County, and have been doing so for some time.

The powder is from New York and Philadelphia. I believe that the larger portion of their powder has been received through this channel, which, up to the present, has been overlooked.

This information I most respectfully submit.

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, of affairs at Hatteras Inlet.

U. S. S. PAWNEE,
Hatteras Inlet, September 1, 1861.

SIR: In obedience to your order I entered the inlet, though not without some risk to the ship, having struck once and touched twice, owing more perhaps to the pilot than to a want of water in the channel.

I took charge of the ship myself and ran her in safely by the eye. After anchoring I sent the launch to the assistance of the *Harriet Lane*, and after untiring exertions on the part of our people and the officers and crew of that ship, she came off on the morning of the 1st instant, and was towed to this anchorage by the *Fanny* and will leave to-morrow for Hampton Roads.

As I have already informed you, the brig *Brooks* was dispatched to Hampton Roads in charge of William Symmes, and is now, I hope, safely anchored there.

The prize schooner laden with mahogany is still aground. I am making exertion to get her off, and will send her to the Roads as soon as I can succeed in getting her afloat.

Much of my time has been occupied in collecting your guns, getting off the iron boat, unspiking guns, and mounting guns on the sound side of the forts.

I parted one of my bower chains in anchoring here and had much labor in recovering the anchor. I have been employed to-day giving coal and water to the *Harriet Lane*.

If this place is to be held I shall require coal, provisions, and other stores. I am clearly of the opinion that this place should remain in our possession as the base of future operations on the southern coast.

To do this six or more active tugs of the *Yankee* class, armed with rifled cannon and 24-pounder howitzers, are essential. Their draft of water should not exceed 7 feet, and as much less as possible consistent with good-sized vessels.

I received a flag of truce the day after you left. Crossan was very anxious to get in, but I declined to permit him to enter the bulkhead. I enclose the correspondence on that occasion.

On the night of the 1st a second flag of truce came from Oregon Inlet, to which I gave no answer. It was sent to recover the dead and wounded.

I consider this place tenable; all I want is a 6-inch rifled cannon in case the enemy should come to the bulkhead with a columbiad or rifled gun and compel me to retire, having nothing of equal range.

Fugitives are returning and taking the oath of allegiance at the upper fort. I was informed by some of them this morning that our attack here has frightened the force away from Ocracoke, having spiked the guns and burned the village.

Colonel Hawkins told me to-day that Oregon Inlet is abandoned, the troops are gone to Roanoke Island, and are now fortifying the south end of it.

I enclose a copy of a communication on this subject, addressed to Captain Chauncey, so that he might go down and destroy the guns before the enemy should return.

I enclose herewith the letters* received by the two flags of truce borne by Crossan. Have mislaid the copy, having no clerk.

Very respectfully, etc.,

S. C. ROWAN,
Commander, U. S. Navy.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Squadron.

[Enclosure.]

U. S. S. PAWNEE,
Hatteras Inlet, N. C., September 1, 1861.

SIR: I have the honor to acknowledge the receipt of your two communications dated August 31, 1861, received under flag of truce at the hands of Lieutenant Crossan, North Carolina service.

In reply I have to state that all the prisoners taken at this place were taken North in the U. S. flagship *Minnesota*. The wounded were all sent on board the *Minnesota*, with the exception of two that could not be moved. They are under the care of some of our most experienced surgeons.

Very respectfully, etc.,

S. C. ROWAN,
Commander, U. S. Navy, and Senior Officer Present.

WARREN WINSLOW, Esq.,
Military Secretary North Carolina.

Report of Lieutenant Lowry, U. S. Navy, commanding U. S. chartered steamer George Peabody, of the arrival of that vessel at Hampton Roads, towing prize brig Henry C. Brooks.

U. S. S. (CHARTERED) GEORGE PEABODY,
Hampton Roads, September 1, 1861.

SIR: I have the honor to report my arrival with the prize brig *Henry C. Brooks*, taken out of Hatteras Inlet and towed to this anchorage by

* Not found.

the *Peabody*, under your orders. Her supercargo, Charles K. Gallagher, came on board this vessel and surrendered himself a prisoner, refusing to take the oath of allegiance. I enclose his statement and written parole. He seemed to be a superior sort of a person and entitled to some consideration. I take pleasure in informing you that the *Harriet Lane* floated yesterday about 3:30 p. m., after they had given up all hopes of saving her and the order had been given to abandon her. Her colors were run up and her crew gave three cheers. As I had a heavy tow I could not stop to make sure that she was safe. The weather was remarkably fine and not a swell or break upon the bars. The *Pawnee* entered the inlet safely on Friday evening.

I respectfully request permission to go to Washington in this evenning's boat. My charge of this vessel is only temporary, and I am on special duty. I wish to visit Washington in connection with it.

I am, very respectfully, your obedient servant,

R. B. LOWRY,
Lieutenant, U. S. Navy.

Flag-Officer SILAS H. STRINGHAM,
Commanding U. S. Atlantic Squadron.

[Enclosures.]

U. S. S. GEORGE PEABODY,
Hatteras Inlet, August 30, 1861.

Having been made prisoner of war by the U. S. naval forces, I hereby give my parole that I will make no effort to escape, and will confine myself to such limits as may be prescribed.

CHAS. K. GALLAGHER.

My presence at Hatteras Inlet was caused by detention of the brig *Henry* [*C.*] *Brooks*, of which vessel I was supercargo. She was bound to Liverpool with a cargo of spirits of turpentine, rosin, tar, cotton, and tobacco. She hails from New York, and was wrecked on North Carolina coast last March, and after being carried to Washington was sold by an agent of the owners at auction. She underwent repairs, and, after being refused a permit from Governor Clark to leave the port, she loaded as above and was about to put to sea under her old papers and flag when seized by forces under your command.*

Very respectfully,

CHAS. K. GALLAGHER.

Lieutenant R. B. LOWRY, U. S. Navy,
Commander of U. S. S. George Peabody.

Report of Commander Palmer, U. S. Navy, senior officer present, Hampton Roads, regarding the U. S. S. R. B. Forbes.

U. S. S. IROQUOIS,
Hampton Roads, Virginia, September 1, 1861.

SIR: The U. S. S. *Flag*, from Philadelphia, arrived here yesterday afternoon, and reports that on her way hither she discovered the U. S. S. *R. B. Forbes* on shore some 10 or 15 miles to the northward of Cape Charles, and that from her great draft of water she could render no

*Correction.—By U. S. naval forces under command of Flag-Officer Stringham.—R. B. L.

assistance and therefore hurried on to report the fact here. I immediately dispatched three tug steamers, two of which were kindly furnished by the Army, and I am in hopes that as it was fine weather last night they may be able to get her off. This morning the chartered steamer *George Peabody* arrived under the command of Lieutenant Lowry, towing the prize brig *Henry C. Brooks*, laden with naval stores, estimated value about $50,000, having her supercargo, Mr. Charles K. Gallagher, on board, whose parole and statement I herewith enclose.

Although Mr. G. has given his parole he has refused to take the oath of allegiance. I request the Department to inform me what disposition they desire made of the prize vessel and her paroled supercargo.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commander and Senior Officer.

Hon. GIDEON WELLES,
Secretary Navy, Washington, D. C.

Letter from the Assistant Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, notifying him of the detachment of the U. S. S. Iroquois from his command.

NAVY DEPARTMENT, *September 1, 1861.*

SIR: The Department has been obliged to detach, temporarily, the *Iroquois* from the squadron under your command, and orders* have been sent this day to her commander direct, to proceed to the West Indies on special service.

I am, respectfully, your obedient servant,

G. V. FOX.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron, New York.

Report of Commander Palmer, U. S. Navy, senior officer present, Hampton Roads, Virginia, regarding the incompetency of the commanding officer of the U. S. S. R. B. Forbes.

U. S. S. IROQUOIS,
Hampton Roads, Virginia, September 2, 1861.

SIR: The steamer *R. B. Forbes* was got off and towed up to this anchorage late last evening. The harbor master (an army appointment), who had charge of the army tugs employed, reports to me that several of the officers of the *Forbes* were intoxicated, and the vessel in a consequent demoralized condition. Upon my asking whether he meant to include the commander (an acting master, William B. Gregory), he replied he would leave me to draw my own conclusions when I saw him. As he did not report himself, I sent my first lieutenant on board, who found the vessel in a sad condition; the after compartment full of water, but enabled to keep herself free by her steam pumps, but could not say that her commander was intoxicated at that time. But I am satisfied that this Mr. Gregory is utterly unfit for his situation. He reported to me this morning, and from his appearance and manner I drew strong conclusions against him. He has run his vessel on shore three times since

* See Vol. 1, p. 82.

he left Boston, and this fine vessel is now nearly ruined from incompetency and mismanagement. I should not hesitate to deprive him of his command, did I not expect the flag-officer to-day or to-morrow. The vessel must be hauled up for repairs, and the Department will be pleased to telegraph me whither I shall send her, and whether in command of this person.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commander, Senior Officer Present.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—I have decided, as I can rely upon the engineer, who seems a steady, sober man, and seems confident in his ability to carry her up safely, to send a Potomac pilot on board and direct Mr. Gregory to proceed to Washington, for which he will leave to-morrow at daylight. I have ordered him to report himself to the commandant of the yard for further instructions. He is constantly using coal to keep him free, with which he might be steaming on to Washington.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, requesting an interview with the Department.

U. S. FLAGSHIP MINNESOTA,
New York Harbor, September 2, 1861.

SIR: I am desirous of consulting with the honorable Secretary of the Navy. Shall I come to Washington? The ship need not be delayed here, as I can join her at Hampton Roads, permitting Captain Van Brunt to take her there with as little delay as possible.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the duties assigned to him in Hatteras Inlet.

U. S. S. PAWNEE,
Hatteras Inlet, September 2, 1861.

SIR: In obedience to your order of the 30th August, I herewith enclose a copy of my orders from Flag-Officer Stringham.

The verbal orders from Flag-Officer Stringham to me were to enter this inlet and remain here, and to recover as much of the public property as I could; to put prize crews on board the two prizes in the inlet and send them to Hampton Roads. Lieutenant Crosby he directed to report to me, and I am now, with his aid, engaged in mounting the guns on the fort, removing the spikes, preparing to buoy the channel, and to do the numberless things necessary to place the forts in a defensible state in the absence of any competent person belonging to the army forces on shore.

Flag-Officer Stringham also said to me that I was not considered under your command.

Very respectfully, your obedient servant,

S. C. ROWAN,
Commander.

Captain J. S. CHAUNCEY,
Commanding Susquehanna, off Hatteras Inlet.

[Enclosure.]

U. S. S. MINNESOTA, *August 31, 1861.*

SIR: You will remain at this point blockading, rendering assistance to Captain Chauncey in extricating the *Harriet Lane* from her present perilous position, and also that portion of the U. S. Army occupying the forts at Hatteras Inlet, rendering such assistance with provisions, etc., as they may ask of you and require.

You will be vigilant in blockading, capturing, and sending forward for judicial investigation all vessels heretofore American, now sailing under British consular certificates, attempting to enter any port of the seceding States.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Blockade Squadron.

Commander S. C. ROWAN,
Steamer Pawnee.

Report of Commander Chandler, U. S. Navy, commanding U. S. S. Dawn, of the chase by that vessel of a suspicious sloop from Mobjack Bay into the Chesapeake.

U. S. S. DAWN,
Mobjack Bay, Virginia, Tuesday, September 3, 1861.

SIR: I have the honor to state that since my last report to you of the 21st ultimo, and subsequent return from Newport News to Hampton Roads, and thence (on the 22d) to our station here, nothing of importance has occurred, except that about 10 p. m., 22d, while at anchor near the south side of this bay, and as near Yorktown as our draft of water would admit of, we discovered in the darkness a sloop about 2 miles off, standing across York Spit from the direction of Yorktown.

By the time we got up steam and anchor she was, with a fresh, fair wind, about 3 miles from us, when we gave chase to her, and across the Chesapeake until she reached Cherrystone Creek [Inlet], and we had shoaled our water to 2½ fathoms near the Old Plantation Flats (without, however, gaining much on her, although going at our utmost speed, 6 knots), when we fired four 32-pound shot at her, but owing to her distance and the darkness of the night, without much accuracy of aim or any effect that we know of. And under those circumstances I did not deem it safe for our two small boats (of four oars each) to go in pursuit.

That sloop was, we think, captured about two days afterwards, as she came out of Cherrystone Creek [Inlet] on her return trip, by a small steamer that we had seen coming up Chesapeake Bay, and afterwards approach her. In doing so she had but anticipated our intention whilst watching the sloop's movements from our station here.

It is believed that but for the foulness of this steamer's bottom, even with her much-reduced steam power, we would have caught the sloop.

To-day the *Mount Vernon*, Commander Glisson, came up from Hampton Roads with our letters, on her way to relieve the *Daylight* off the Rappahannock, and I avail of the *Daylight's* return to Hampton Roads to put our letter bag on board and to send this communication, adding that we have now but three days' coal (with constant steaming) on board.

I have the honor to be, very respectfully, your obedient [servant],

WILLIAM CHANDLER,
Commander, U. S. Navy.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding affairs at Hatteras Inlet, North Carolina.

U. S. S. PAWNEE,
Hatteras Inlet, September 3, 1861.

SIR: In obedience to an order from Flag-Officer Stringham I entered this port to blockade and render assistance to the forces occupying the forts.

I have been constantly employed in removing the spikes from the guns, in dismounting them from the sea face, and mounting them in the sound and land faces of the forts. The troops (particularly the Germans, Max Weber's) do not appear to appreciate the necessity of making preparations for defense, and are ignorant of the use of artillery; the officers are no better informed; neither class is disposed to do much work.

The complete success of our arms at this place has produced a perfect panic in the counties on the sound. Had we an organized force of small steamers we could, ere this, have destroyed a great portion of the commerce and been in possession of Roanoke Island, which is the key to Norfolk and Albemarle Sound.

To-day I learned from fugitives that Oregon Inlet and Ocracoke Inlet have been abandoned and the guns of the latter spiked. The forces at Oregon Inlet have moved over to Roanoke Island and are said to be fortifying the south end. Had I two or three well-armed tugs here now I could prevent it. We saw a large fire down the coast last night. The fugitives think it was Portsmouth, a small village at Ocracoke Inlet, that has been burned by the enemy. I have communicated this intelligence to Captain Chauncey in the offing, that he might, if consistent with his instructions, go down and destroy the cannon and carriages before the enemy recovers from his panic and reoccupies the forts.

I have addressed Flag-Officer Stringham at Old Point, giving him all the information in my possession.

If it is the purpose of the Government to hold this place the present force is sufficient, provided I can be supplied with a 50 to 80 pounder rifled gun, and the army people with shot and shell and ammunition for a 10-inch columbiad of 15,000 pounds, which the enemy had left here, but fortunately had not time to mount. This gun, with the rifled gun I ask for, mounted on the forecastle, would drive back the probable force that might be brought against us outside the bulkhead, which is about 2¾ miles from my anchorage. If, on the other hand, the Government design holding this place and carry on offensive operations, and

compel this State to withdraw her troops from Virginia to defend her own soil, it will be necessary to have a number of well-armed tugs of the class of the *Yankee*, to draw not over 7 feet, loaded, to be armed with a rifled cannon and 24-pounder howitzers, one of each at either end. Four to six of these vessels would perhaps do the work well. There are two light boats here that would answer for depots for provisions, and a large schooner could keep the force supplied with coal.

If it is the purpose of the Department to operate offensively on the Southern coast, this, of all points, is best adapted as a basis of operation. Here troops can be encamped in large numbers on a wooded beach of 15 miles in length, with water, I think, in sufficient quantities, by digging wells 3 feet deep. The line of operations can be extended at pleasure to Ocracoke, and continued to Cape Lookout and Beaufort by means of the sound and the Neuse River. Once in possession of Beaufort, we have a fine harbor, with 15 feet on the bar.

I am informed that there are thousands of loyal men residing on the waters of the sound, who only want protection to make themselves heard and felt in this struggle.

I was desirous of lighting Hatteras light, but to my great regret I learn that the lens has been taken down and is now in Washington or Raleigh.

In my opinion, it is a waste of money to sink vessels at the bulkhead. The flats are quicksand, and as soon as the current is interrupted at one point it will open a channel at another.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, giving information received from refugees.

U. S. S. PAWNEE,
Hatteras Inlet, September 3, 1861.

SIR: I have obtained the following information, which I take the earliest opportunity to communicate:

The schooner *Enterprise* came in yesterday afternoon from the mouth of the Pungo River, bringing Charles Good, wife, and two daughters, and Randolph Mount and wife. They represent themselves as Philadelphians, who own steam sawmills on Slade's Creek, near Pungo River, 60 miles from Hatteras. They are Union men, who are unable to remain in North Carolina.

Mount was drafted into a company of horse, but made his escape. They left home on Friday morning. Alexander Conman, a lumberman, accompanied them (his family is at the mouth of Pamlico Creek, 60 miles off); also Henry S. Taylor, a pilot.

Ten miles this side of Washington, on the Pamlico River, at Mall's [Maul's] Point, they met three steamers full of soldiers, who hailed them and told them to return, as they had evacuated Ocracoke, spiked the guns, and destroyed the State property there.

There is a fort on Beacon Island (at Ocracoke) and a battery of six guns below it. There is no fort on the Portsmouth Island side of the

inlet known of. They think the light to the westward last night came from Portsmouth Island or the forts.

They report great alarm at Washington, as a meeting was held there on Thursday and it was agreed to fortify Mall's [Maul's] Point, which is 15 feet high on the right bank of Pamlico River. The channel is close to, with 12 to 15 feet of water.

This morning (the 3d) there arrived the schooner *Louisa Balance*, with Reuben O. Balance and family and several others, residents of this island, who fled during the action. They wish to remain and are Union men. They came from Middletown, 30 miles northwest. They saw the fire last night and are sure that it was at Portsmouth or Beacon Island. Have heard that the forts at Ocracoke have been adandoned; passed near the island; saw no vessels or flags, nor any men.

Colonel Hawkins informs me that he has received reliable information that the forts at Oregon Inlet have been destroyed and the island abandoned. The forces have been withdrawn to Roanoke Island, where they are fortifying the south end.

Very respectfully, etc.,

S. C. ROWAN,
Commander, U. S. Navy.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Squadron.

Instructions from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the holding and obstructing of the inlets of North Carolina by sinking vessels loaded with stone.

NAVY DEPARTMENT, *September 3, 1861.*

SIR: The Department, in pursuance of the plan matured under its directions for holding and obstructing, where it is deemed best, the coasts and inlets of North Carolina, and with the view of following up the success obtained by the blockading force under your command in the capture of the forts at Hatteras, has to request that you will give the earliest possible execution to the following objects:

First. That Oregon and Loggerhead inlets be immediately and effectually closed by placing obstructions over the inner bulkheads, not on the outer bars, but at the line of meeting of the waters of the sea and of the sound, inside the headlands.

Second. You will immediately take Ocracoke Inlet, to be used, like Hatteras, as a harbor of refuge, but you will not sink vessels at these inlets inside, as was first contemplated.

Third. You will have a careful reconnoissance made of New Inlet (Cape Fear River) and see that the defenses of this channel, if any exist, be examined and the condition of its waters be ascertained and reported fully to this Department. The special object of this reconnoissance will be to discover whether the inlet is guarded or whether it has been closed by the authorities of Wilmington.

The Department is desirous of hastening the relighting of the light on Cape Hatteras, to have the defenses of Hatteras and Ocracoke inlets and Hatteras light strengthened, and other defenses which may be required for the control of the intercourse between Pamlico and Albemarle sounds, and it looks to you to further all these objects in every way in your power consistent with the more specific directions given above and the imperative duties of the blockade.

As early as practicable a small flotilla of tugs, receiving vessel for coal and stores, will be placed inside under the command of some competent commander in the service.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the reduction of the complement of officers on the vessels of his command.

NAVY DEPARTMENT, *September 3, 1861.*

SIR: The demands on the personnel of the Navy are so great that in order to provide lieutenants commanding and executive officers for the new gunboats, as well as the other vessels brought into the service, it has been found absolutely necessary to reduce very materially the complement of officers as at present allowed to the ships under your command. For the present, vessels carrying guns on two decks will be allowed three lieutenants and a master. Those carrying guns on one deck will be allowed two lieutenants and a master. The second and third lieutenants of ships are to be considered as gunnery officers and instructors, whose duty it shall be to drill the whole crew at great guns, small arms, and cutlass exercise.

Acting masters will be assigned to the different vessels to perform the duties of watch officers, and it is the order of the Department that these officers shall also receive instructions at the guns, etc. It is recommended that hereafter the main deck be divided into two divisions, under the charge of the second and third lieutenants; that the forecastle division be placed under the charge of the master, and that the quarter-deck be under the general supervision of the executive officer when at general quarters. But this is left to the discretion of the commanding officer. (See Ordnance Instructions, p. 14.)

The following-named officers will be detached from your squadron as opportunity offers, and you are authorized to make such changes as may be necessary to place those that remain according to their rank, reporting the same to the Department. Should the requirement of the service make it necessary, a still further reduction of the regular officers may be made:

From the *Minnesota*, Lieutenants J. C. Howell, E. C. Grafton, John Watters, Charles L. Franklin, and C. M. Schoonmaker.

From the *Roanoke*, Lieutenants Daniel Ammen, R. W. Scott, E. P. Lull, and four midshipmen.

From the *Wabash*, Lieutenants John H. Upshur, John Irwin.

From the *Jamestown*, Lieutenant Charles W. Flusser.

From the *Savannah*, Lieutenant E. W. Henry.

From the *Iroquois*, Lieutenant J. M. B. Clitz.

From the *Richmond*, Lieutenants N. C. Bryant, Robert Boyd, jr.

From the *St. Lawrence*, Lieutenant John Downes.

From the *Cumberland*, Lieutenant Charles H. Greene.

From the *Vandalia*, Lieutenant Henry Wilson.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting correspondence regarding the purchase of steamers abroad.

NAVY DEPARTMENT, *September 3, 1861.*

SIR: Your attention is invited to the following papers (copies herewith submitted), viz: Letter of the Secretary of State, dated August 24, and enclosures, respecting the alleged purchase of the steamers *Adelaide*, *Victoria*, and *Bermuda*, in England, for parties in Charleston and the Southern States; letter of the Secretary of State, dated August 28, and enclosure, relative to the arrival of the five schooners at Halifax, Nova Scotia, which had run the blockade from North Carolina; letter from the Secretary of State, dated August 29, respecting the schooner *William H. Northrop*, belonging to Wilmington, N. C., which has repeatedly entered the port of Nassau, New Providence, with the flag of the insurgent States flying; extract from a letter from Mr. Upton, of Boston, received through the Department of State, on the subject of the strong feeling at St. John, New Brunswick, in favor of the so-called Southern Confederacy.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure No. 1.]

DEPARTMENT OF STATE,
Washington, August 24, 1861.

SIR: I have the honor to transmit herewith for your information and consideration an extract from a dispatch dated 9th August and received here to-day from Mr. F. H. Morse, the consul of the United States at London, respecting the alleged purchase of the steamers *Victoria*, *Adelaide*, and *Bermuda*, for parties in Charleston and the Southern States.

I have the honor to be, sir, your obedient servant.

WM. H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Extract.]

CONSULATE OF THE UNITED STATES OF AMERICA,
London, August 9, 1861.

SIR: I this morning received information, which I regard as entirely reliable, that the steamers *Victoria*, *Adelaide*, and *Bermuda* have been conditionally purchased by Messrs. Fraser, Trenholm & Co., of Liverpool, for parties in Charleston and the South. The conditions are that if the English admiral commanding on the American coast shall declare the blockade imperfect or insufficient, and the steamers under English colors are placed inside of Charleston Bar, with a given amount of tons of freight on board of each, and each boat not drawing over 16 feet of water, the purchasers are to pay a very high price for the steamers. No money is to be paid until the boats are delivered on the terms and conditions above mentioned.

These boats are propellers, over 2,000 tons in burden, and will steam over 10 knots per hour.

The *Victoria* and *Adelaide* are here in London docks undergoing repairs. The former will be ready for sea in about six weeks; the latter in about two months. The *Bermuda* is the third boat and is not yet launched, though I think she is about ready to be launched. She

is the boat to which I have heretofore referred, and she is building at Stockton, on the river Tees.

Permit me to suggest the great importance of making the blockade as perfect as possible, if it is not already so, for there seem to be indications that officials here are seeking and will be glad to find reasons or excuses for declaring the blockade insufficient and void.

It appears to me that the conditions attached to the sale of the above-named boats have not been agreed upon without some knowledge of the desire and perhaps purpose of this Government in reference to our blockade of our Southern ports.

Our recent disasters in Virginia have strengthened the rebels here among the people. The manufacturers and the aristocracy were mainly with them in heart before.

Very sincerely, your obedient servant,

F. H. MORSE.

Hon. WM. H. SEWARD,
Secretary of State.

[Enclosure No. 2.]

DEPARTMENT OF STATE,
Washington, August 28, 1861.

SIR: I have the honor to invite your attention to the enclosed copy of a letter of the 26th instant, addressed to this Department by the adjutant-general of the Commonwealth of Massachusetts, relative to the arrival of five schooners at Halifax, Nova Scotia, which had run the blockade from North Carolina.

I have the honor to be, sir, your obedient servant,

F. W. SEWARD,
Acting Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Subenclosure.]

COMMONWEALTH OF MASSACHUSETTS,
ADJUTANT-GENERAL'S OFFICE,
Boston, August 26, 1861.

SIR: A gentleman in whom I have confidence came here this morning from Halifax, Nova Scotia, and informed me that while he was there five schooners arrived with 1,400 barrels of turpentine. They had run the blockade from North Carolina. Three of them were named, respectively, *Argyle, Susan Jane*, and *Revere;* the names of the other two he could not recollect. One of the vessels has been refitted and is now loading with herring and other "blue nose" commodities, and intends to run the blockade home. The agent or owner of the vessel and merchandise is at Halifax. His name is Martin. You may have this information already; nevertheless I thought it proper to write you in regard to it.

Truly, yours,

WM. SCHOULER,
Adjutant-General.

Hon. WILLIAM [H.] SEWARD,
Secretary of State.

[Enclosure No. 3.]

DEPARTMENT OF STATE,
Washington, August 29, 1861.

SIR: I have the honor to inform you that Mr. Whiting, our consul at Nassau, New Providence, has reported to this Department that a

schooner named the *William H. Northrop*, commanded by Joseph A. Silliman, belonging to Wilmington, N. C., has repeatedly entered Nassau with the flag flying of the insurgent States.

She is said to be a low, black schooner of 40 tons burden, with round stern and raking masts; her last cargo consisting of lumber, bran, and peanuts.

The Department has reason to believe that most of the residents of Nassau are in the interest of the insurgents, and that cargoes of goods are taken from the ports in the neighboring States into the island.

I beg leave to suggest that the commanders of the blockading squadron in the neighborhood be instructed to keep a careful watch for the small coasters, by means of which arms and munitions of war are believed to be imported into the United States.

I have the honor to be, sir, your obedient servant,

F. W. SEWARD,
Acting Secretary of State.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure No. 4.—Extract.]

BOSTON, *August 27, 1861.*

MY DEAR SIR: * * * The feeling at St. John is very strong in favor of the Southern Confederacy, and they have been enabled to carry on some trade with the Southern ports and growing out of the insufficiency of the blockade. He found that this had been extensively done by sending certain articles which were much wanted at the South to the Great Isaac and Abaco, and then run them over to the Florida coast in small boats during the night. * * *

GEO. B. UPTON.

Hon. R. H. DANA, Jr.,
U. S. District Attorney.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding affairs of his command.

NAVY DEPARTMENT, *September 4, 1861.*

SIR: The Department, supposing you will not come to Washington, has sent important dispatches to you at Old Point.

Arrangements have been made here for planting moorings at Hatteras and obtaining a receiving vessel for coal and stores.

G. V. FOX,
Acting Secretary.

Flag-Officer S. H. STRINGHAM,
U. S. S. Minnesota, New York.

Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, of the capture and destruction by that vessel of the schooner Colonel Long.

U. S. SLOOP OF WAR JAMESTOWN,
At Sea, September 4, 1861.

SIR: I overhauled the rebel schooner *Colonel Long*, of 14 tons burden, belonging to Charleston, S. C., this day, and after taking her cargo out, scuttled her.

The circumstances of this case are as follows: On the 7th of August, ultimo, the same schooner was boarded, and, on the plausible and pitiable story of the master, I let him go. He then said he had no papers except a fishing license; that he was from Savannah, and had run away with his vessel with three or four men who left Savannah to avoid being forced to serve in the rebel Army; that he was going to Key West to fish for the Havana market. One of his men wanted to ship on board this ship, and, being one man short, I caused him to take the oath and shipped him. He is a very good man; has a family in Mystic, Conn. An examination of the schooner showed her to be a regular fishing smack of 14 tons, with little of anything on board; and the whole appearance indicated poverty. I was even moved to give the man a piece of pork.

This day, being a little to the southward of Savannah, I fell in with the same schooner. On boarding her I ascertained that he had not been to Key West, but had been to Miami, near Cape Florida. The vessel had on board a quantity of limes, part of a barrel of whisky, a few bags of arrowroot, and a bag of sponges. The crew consisted of the master and 7 men, 2 of whom left Charleston in the vessel, 3 had shipped, 1 had entered for a passage, being a castaway English seaman, belonging to the English ship ———, from Jamaica to Liverpool, but wrecked on a key on the coast, this man being the sole survivor.

The master of the schooner still said he had no papers, but acknowledged that he was bound for Savannah; others said to Charleston.

The fact of his having no papers, and with so large a crew, led to the surmise that he had got these men for the use of privateers at Savannah, etc.

I determined, therefore, to destroy her, as she was outlawed and not of value enough to run the risk of a prize crew at this season of the year.

After the order had been given to destroy her, one of her crew came and informed me that her papers were concealed under the ceiling of the cabin, and there they were found. They consist of a Confederate coasting license for one year and a clearance from Charleston, with receipts for bills of outfits, and one for a Confederate States' flag, which was found and is in my possession. No log and no shipping articles were found.

I have the honor to be, respectfully, your obedient servant,

CHARLES GREEN,
Commander.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, giving cause of delay in execution of the Department's orders to proceed to the West Indies.

U. S. S. IROQUOIS,
Hampton Roads, September 4, 1861.

SIR: Upon announcing last evening to General Wool my intended departure* for the West Indies to-morrow, he earnestly urged me to remain until a stronger naval force was at this anchorage, and has

* See Vol. 1, p. 82.

addressed me an official letter on this subject, which I herewith enclose. He has also written to Washington to the same effect. I have consented to remain until I receive a reply to my yesterday's letter from Washington. I am extremely anxious to be off and am delighted with my orders, but agree with General Wool as to the necessity of my stay until the flag-officer returns.

I presume that the Department is aware that the *Iroquois* carries no rifled gun, though I have repeatedly asked for one since my return from the Mediterranean. My Sharps rifles have no bayonets and my cutlasses are all worthless old-fashioned Roman swords. My gunner also, Mr. Lilleston, whom I left sick at the hospital in New York, a case of syphilis, has not as yet rejoined his vessel. I am, consequently, without a gunner, an essential officer in this vessel. Should the Department determine upon my remaining here a few days longer, may I not hope that some of these deficiencies may be remedied?

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—The gunboat *Daylight*, Commander Lockwood, has just arrived, and he will now be senior officer.

Letter from Major-General Wool, U. S. Army, to the Secretary of the Navy, requesting the retention of Commander Palmer, U. S. Navy, until the return of the flag-officer.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fortress Monroe, September 4, 1861.

SIR: I am informed by the senior and commanding officer of the navy present, Commander J. S. Palmer, that he is ordered to some other position. I would earnestly recommend that this order be suspended until the flag-officer, Commodore Stringham, returns to Hampton Roads.

This is the most important position on the coast. The rebels have several vessels which they are anxious to get to sea and only wait a favorable moment to accomplish their designs. They are, I am informed, armed with rifle cannon. A few days since, in consequence of a small armed vessel, stationed with the *Savannah*, being absent, a small tugboat came down the James River and commenced firing upon the *Savannah* with a rifle gun, and, but for a rifled cannon in the fort, she would have been sunk. As several of our best ships and vessels of war are now absent, say at least four, some of the rebels will probably make their way to sea if any more vessels of war are taken from the roads. I hope you will consider the subject and permit Commander Palmer to remain here with the *Iroquois* until some other ships arrive and take his place.

I have the honor to be, very respectfully, your obedient servant,

JOHN E. WOOL,
Major-General.

Hon. G. WELLES,
Secretary of the Navy.

Report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, of the arrival of that vessel at Hampton Roads from the Rappahannock River, Virginia.

U. S. S. DAYLIGHT,
Hampton Roads, September 4, 1861.

SIR: I have the honor to inform the Department that I arrived at this anchorage this morning, having been relieved by the steam gunboat *Mount Vernon* last evening from the blockade of the Rappahannock River, and find myself for the present the senior naval officer at the roadstead.

I am, sir, very respectfully, your obedient servant,

SAML. LOCKWOOD,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding steamer Bermuda and other blockade runners.

NAVY DEPARTMENT, *September 4, 1861.*

SIR: Your special attention is directed to the accompanying copy of a dispatch received by the State Department from the U. S. consul at Liverpool, dated the 16th ultimo. It is particularly desired that the *Bermuda* should be captured, if permitted by the British authorities to leave England for the Southern States.

A copy of a letter from the same writer, respecting the name and character of the captain of the *Bermuda*, is also enclosed.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary of the Navy.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosures.]

U. S. CONSULATE, *Liverpool, August 16, 1861.*

SIR: I had the honor to inform you, dispatch No. 30, by the *City of Washington*, on the 14th, that the crates containing arms, packed to resemble earthenware, mentioned in my Nos. 28 and 29, had gone by various circuitous routes to West Hartlepool, a place on [the] east coast of England, and been there put on board the screw steamer *Bermuda*, mentioned in my No. 23 as building, and nearly finished, at Stockton-on-Tees, for Messrs. Fraser, Trenholm & Co., the Liverpool branch of John Fraser & Co., of Charleston, S. C. I also gave a description of the *Bermuda*, which I now repeat:

Two-masted; brig-rigged; funnel, lower part black, upper part red; black hull, with a narrow red stripe round the molding, level with the deck; no poop; wheelhouse white. Her bottom pink, up to the water line; no figurehead; no bowsprit; armed with four guns; has six white boats slung in iron davits; is under the English flag; hails from Liverpool, and is commanded by a Frenchman.

I would call attention to her armament, which may, and likely will, be increased before she sails; also to the number of boats; also to the probability of some change being made in her appearance before she approaches America by changing the color of her funnel, etc.

I have also traced the powder trucks, mentioned in my No. 30, from Preston Brook to West Hartlepool, and believe the barrels sent on them, freighting together 7 tons, do not contain powder as described, but ball cartridge; of course they are gone also to the *Bermuda*.

Apropos of the bales, some days since a gentleman in conversation stated to me that recently, while on a visit at Baisley [Paisley?], he was in the warehouse of Coats & Co., I think, and saw there a large number of bales, which he was told had been ordered for Charleston. Now, my man informs me that the bales shipping on the *Bermuda* were arriving from Scotland, so that it is not likely they come from Coats & Co. I think the *Bermuda* is the steamer referred to in the conversation with the Portsmouth captain, reported in my No. 7, June 17.

I may add that the appearance and build of the *Bermuda* indicate her to be a very fast vessel, and that by the time she reaches the American coast, having got rid of most of her coals, she will not draw much water, and that, as she appears all ready for sea, she may, in the event of any intention to interfere with her here, being suspected, steal out of Hartlepool before the dilatory officials can stop her.

A large quantity of arms have gone into Grazebrook's warehouse within the past few days, and I shall continue the watch there. During the week 2 cases of arms have been cleared for Cienfuegos, 151 quarter barrels and 49 quarter boxes gunpowder for Montreal, 50 kegs shot for Colon, and 2 casks shot and 73 casks shot lead for St. Thomas. The bark *Cockatoo*, of Liverpool, cleared for Bonny and sailed about a week since, having on board a large quantity of arms, etc. She belongs to an old, respectable firm, F. Huth & Co., who have a considerable business connection with New Orleans. I don't much suspect any wrong of her, but give you her description:

A very bluff vessel, of about 300 tons, with painted ports and bark-rigged; lately an American vessel.

The ship *R. B. Sumner*, of New Orleans, cleared here on the 12th of August, in ballast, for St. Stephen, New Brunswick. She has legal register. The *Susan G. Owens*, referred to in my No. 30, cleared for Callao on the 13th. I will send you particulars of her cargo next steamer.

I enclose an article from last week's Economist, because it indicates what the real object of anxiety is in the minds of commercial men here, and the opinions current regarding the blockade.

The Economist is a London paper, but largely reflects Manchester feelings. It enjoys a good reputation for ability and correct information.

Very respectfully, I have the honor to be, your obedient servant,

HY. WILDING.

Hon. F. W. SEWARD,
Assistant Secretary of State.

U. S. CONSULATE, *Liverpool, August 17, 1861.*

SIR: In a letter from the secretary of legation at London this morning it is stated that the name of the captain of the *Bermuda* is T. C. Jessier. Coupling that with the information I had before that he was

a Frenchman, I conclude that his name is Tessier, who lately commanded the *Emily St. Pierre*, one of John Fraser & Co.'s vessels in the Charleston trade.

He was a Frenchman by birth, knows the Charleston trade well, and is a most desperate fellow, capable of any venture. His being in command indicates the destination of the vessel, and I think it of sufficient importance to acquaint you with it.

With high respect, I am, your obedient servant,

H. WILDING,
Vice-Consul.

Hon. F. W. SEWARD, Etc.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting telegraphic information of the sailing of steamer Bermuda from Liverpool.

NAVY DEPARTMENT, *September 4, 1861.*

SIR: The following telegram has been received at this Department:

LONDON, *August 23, via Halifax 3d.*
(Received September 3, 1861.)

The new Confederate screw steamer *Bermuda* left Hartlepool, England, on the 18th instant, under English colors, for Cuba or some Southern port. She is brig-rigged and over 1,000 tons net burden. She is heavily armed with rifled cannon and has 70 tons of powder on board, with other munitions of war.

F. H. MORSE,
Consul for London.
J. E. VINTON,
U. S. Consul at Halifax, Nova Scotia.

Hon. GIDEON WELLES.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, transmitting report of Commander Gillis, U. S. Navy, commanding U. S. S. Monticello, regarding the condition of that vessel and the U. S. S. Harriet Lane.

U. S. S. DAYLIGHT,
Hampton Roads, Virginia, September 5, 1861.

SIR: I have the honor to report the arrival this morning of the *Harriet Lane* and steam gunboat *Monticello*, and forward herewith the report of Commander Gillis. They are both disabled and the *Harriet Lane* is taking on board coal sufficient to reach New York should she be sent there. I shall await the arrival of Flag-Officer Stringham and retain the vessels here for his disposal, as we have but a small force in the roads, and report says that a large steamer is up the river awaiting an opportunity to run the blockade. I this morning sent the steamer *Flag* to relieve the *Quaker City* to coal, and she will resume her station immediately thereafter.

We have now here the *Daylight*, *Iroquois*, *Monticello*, *Supply*, and *Harriet Lane*, the last mentioned having one gun left; and at Newport News the *Savannah*, *Seminole*, *Louisiana*, and *Corwin*, revenue cutter.

During my recent blockade of the Rappahannock River I ran up about 35 miles, and I understood that the State authorities had left the militia of the lower counties at home, with instructions to defend and protect themselves. They signalized from point to point our every movement and are very watchful.

Your obedient servant,

SAML. LOCKWOOD,
Commander and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. MONTICELLO,
Hampton Roads, Virginia, September 5, 1861.

SIR: The *Harriet Lane* having been got off the bar at Hatteras Inlet, I was ordered by Captain Chauncey, the senior officer there, to accompany her to this anchorage, and have the honor to report to you our arrival.

Allow me to renew my application for the command of the U. S. S. *Tuscarora*, now being got ready for active service at the navy yard, Philadelphia. I forward with this my report* of the services rendered by the *Monticello* at Hatteras Inlet, in the naval action of the 28th and 29th ultimo.

I am, respectfully, sir, your obedient servant,

JOHN P. GILLIS,
Commander.

Hon. GIDEON WELLES,
Secretary Navy, Washington.

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding affairs at Hatteras Inlet.

U. S. S. PAWNEE,
Hatteras Inlet, September 5, 1861.

SIR: In my communication by the *Harriet Lane* I gave you all the information worthy of note. Nothing of importance has transpired since then.

I send in the steamer four men and five women who came down from the Pungo River to escape the violence of the rebels. They say they belong to Philadelphia, and are in a destitute condition. I furnished them with provisions to take them to Hampton Roads. One other man came in the party who claims to be a pilot in the sound. I have directed he should remain in case we should want his services.

I am informed that the operations of your fleet have spread such consternation throughout the State that ten regiments of North Carolina troops have been ordered home to protect their homes and soil. I look upon your successful attack on this place the most important event of the war, and I only regret that you were not able to follow it up.

What we want now is six more well-armed tugs in the sound, with a regiment or two, and some of your fine ships, to march down the coast

* See p. 125.

and threaten, if not take, Beaufort, or to turn the other way and take Roanoke Island and shut up communication with Norfolk and deprive this country of the advantages of her resources.

Captain Chauncey went to Ocracoke this morning and returns this evening. I hope he found the place deserted. I am quite sure the place was deserted, but they may have recovered from their panic and returned.

If I am to remain here, and I think I am of importance to the protection of this place, it will be necessary to send coal and provisions. This can best be done in some of the small vessels at Hampton Roads recently purchased to sink in this channel.

I am in a fair way of getting the mahogany schooner off and shall send her forward. We have worked at her daily. I have assisted the troops on shore and removed the spikes from the guns and recovered your howitzer. So I would like to have the rifled howitzer to mount on one of the hulks at the bulkhead to keep the enemy at a respectful distance until vessels arrive that can enter the sound.

I consider this the basis of your future operations on the Southern coast, and the Navy can now take a decided part under your able inauguration and direction. I have put down buoys in the channel; the pilot thinks only one more is necessary on the point soundward into the anchorage. We have been too busy unloading the *Peabody* to do anything else since she arrived, the launch excepted, which is working at the prize schooner.

A large number of the loyal people returned to the island and have taken the oath of allegiance since you left. Many of these people have been ruined by our troops entering their houses during the bombardment and taking whatever was valuable to them.

I would suggest the propriety of giving these poor people a little flour; with this and the fish in the sound they can manage to subsist. Two of the leaders of these people are going to the main [land] to induce the people of the county to secede from the State. I told one of them, their parson, that would not do. The Government of the United States was fighting against secession and could not sustain them in such a course; that their best course was to cultivate the Union sentiment and bring the State back to her allegiance.

Very respectfully,

S. C. ROWAN,
Commander, U. S. Navy.

Flag-Officer S. H. STRINGHAM,
Hampton Roads.

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding the importance of Hatteras Inlet as a base of military operations.

U. S. S. PAWNEE,
Hatteras Inlet, September 5, 1861.

SIR: I wrote you a short note by the flagship urging you to hold this place, knowing that you would at once see its importance as the basis of military operations.

I consider the capture of this place the most important event of the war. There is a perfect panic throughout all parts of this State bordering on the water. The inhabitants are abandoning their dwellings and seeking safety in the interior.

I learn to-day that the State authorities have recalled 10,000 of their troops from Virginia.

A little active demonstration would compel the State to withdraw most of their forces from Virginia; this I get from a fugitive from Pungo River. A glance at the map will show you, I think, that a dash through the sound for Beaufort would be the strategic move for naval operations, combined, of course, with a military force. Beaufort once in our possession and held, the forts would soon fall, and we should have one good port for John Bull. Then dash at New Berne and get possession of the railroad. The other strategic point is Roanoke Island, which, if taken, should be held until the canal is destroyed, when the Navy need apprehend no further annoyance from Norfolk.

This point I consider tenable with the present force, but it is absolutely necessary that this ship should have a 50-pounder rifled gun to be on an equality with such craft as made a display at Fort Monroe. A craft of that kind coming down the sound, out of range of my guns, would annoy me very much, if not compel me to go to sea. To guard against this I am now mounting the 10-inch columbiad found here on the beach, to be manned and worked by the naval brigade under Lieutenant Crosby, but we have no mechanics and labor under disadvantages too numerous to mention.

As soon as I can I will mount a 32-pounder on one of the hulks and anchor her near the bulkhead. If I can succeed in this the enemy will not be able to get near enough to harm me.

I can not too strongly urge the necessity of sending some well-armed tugs; the largest should not draw over 7 feet, deep-load line, and the other with as light draft as possible, say 4 or 5 feet or less, provided each of them can mount a rifled cannon and a 24-pounder for the smallest, and heavier rifled cannon for the largest.

This inlet is very small and will accommodate few vessels. As soon as we have armed vessels in the sound to protect our schooners and depot vessels they can be passed through the bulkhead in 7 feet water and anchored out of the way.

Not more than two or three steamers can be here at a time. A number of small vessels (schooners) were purchased to sink in the channels; one or two of these might be profitably employed in bringing coal, and others to bring provisions. I would suggest that these important items be forwarded at once.

I send an account of the number of days' provisions on hand, which will give the Bureau of Provisions and Clothing time to make its engagements.

Very respectfully, etc.,

S. C. ROWAN,
Commander, U. S. Navy.

G. V. FOX, Esq.,
Assistant Secretary Navy.

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding affairs at Hatteras Inlet.

U. S. S. PAWNEE,
Hatteras Inlet, September 5, 1861.

SIR: I avail myself of the return of the steamer *Peabody*, which arrived here with provisions for the troops from Hampton Roads, to inform the

Department that nothing of importance has occurred at this place since the date of my communication by the *Harriet Lane*.

In a communication addressed to the commander in chief at Hampton Roads I informed him that I forwarded seven of the fugitives in the *Peabody* to be landed at Hampton Roads, supplying them with provisions to last them there. Another of the fugitives of this party I have retained to act as pilot in these waters should his services be required.

From the best information I can obtain, ten regiments have been recalled from Virginia to defend the State. The secessionists residing near the water are deserting their residences and seeking shelter in the interior. The poorer classes remain waiting for protection to avow their Union sentiments. A town meeting was called in Washington, on the night of the 1st instant, when it was decided to fortify a point on the river 10 miles below the town.

The tug *Tempest*, of Washington, chartered for the expedition at $100 per day, is useless to me, in consequence of her draft of water, 9 feet. I used her in putting down buoys on the bar, which is the principal service that she has rendered. Two tugs of 4 to 5 feet draft can be obtained for this price and would render valuable service in this strong tideway; and if armed with a howitzer would be valuable in the sound.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary Navy, Washington.

Report of Commander Stellwagen, U. S. Navy, advising the purchase of two river boats for use in the sounds of North Carolina.

Confidential.] PHILADELPHIA NAVY YARD, *September 5, 1861.*

SIR: I am very anxious to forward the preparations for the business in the sounds of North Carolina. I am very fearful we may be troubled with the draft of water of most vessels, and would recommend the securing one or two fast side-wheel river boats, mount them with rifle cannon, and use them for fighting, carrying troops, etc., as occasion may require.

I am struck with the description of a new steamboat built to run from Florida to Key West or Havana. She will only draw 4 to 5 feet water, will be an excellent seaboat, can mount two or more rifle guns, and can be had for the sum for which she was contracted to be built, viz, $45,000—very cheap. She is all finished, but had not made a trial trip.

I would like to see the several vessels proposed for our expedition; light draft is very necessary. I believe it would facilitate matters for me to examine them and the armament. I think they will strengthen their force on the sound from Norfolk, etc., as much as they can. We must have vessels enough to finish things at a dash, close the canal and reduce the towns of New Berne, Washington, etc., and retake or burn their prizes. I think economy will be best consulted by getting vessels fast and good, guns heavy and long range, or the latest improved rifled kind, particularly for Sawyer's projectiles.

I should like Lowry to accompany me, if he is well enough.

I believe, if the purchases are made without much negotiation, the vessels, etc., can be had cheaper.

Their frames must be heavy enough, surely, for Sawyer's guns. Please let me know if you wish me to examine and select a vessel or two. I send you descriptions of other steamers left with me.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

G. V. FOX,
Assistant Secretary Navy, Washington.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the movements of blockade runners from Halifax, Nova Scotia, and the steamer Bermuda from Liverpool

NAVY DEPARTMENT, *September 5, 1861.*

SIR: For your information I herewith enclose a copy of a letter addressed to the Department, on the 30th ultimo, by Mr. E. M. McPherson, of Boston, giving the names of certain vessels that have recently run the blockade of the North Carolina coast.

I also enclose an extract of a dispatch addressed by the U. S. minister at London to the Right Honorable Earl Russell in relation to the armed steamer *Bermuda*, about which you were written to yesterday.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary Navy.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosures.]

BOSTON, *August 30, 1861.*

SIR: I have authentic information from Halifax, Nova Scotia, that about two weeks ago the *Argyle*, of that place, the *Susan Jane*, of Nevis, and the *Revere*, of Yarmouth, Nova Scotia, arrived there from Beaufort, N. C., having run the blockade. The *Revere* has sailed again for the same place, and the other two will leave this week some time.

Such is the information as I have received it to-day; and I have taken the liberty of writing to you in the hope that this knowledge may be of some use to your officers of the blockading fleet.

Your obedient servant,

E. M. MCPHERSON.

Hon. GIDEON WELLES,
Secretary of the Navy.

LEGATION OF THE UNITED STATES,
London, August 15, 1861.

MY LORD: * * * It is stated to me that a new screw steamer called the *Bermuda*, ostensibly owned by the commercial house of Fraser, Trenholm & Co., of Liverpool, well known to consist in part of Americans in sympathy with the insurgents in the United States, is

now lying at West Hartlepool, ready for sea. She is stated to carry English colors, but to be commanded by a Frenchman.

She is two-masted, brig-rigged, lower part of funnel black, and upper part red; black hull, with a narrow red stripe round the molding level with the deck; no poop; wheelhouse painted white; six white boats slung in iron davits.

She has neither figurehead nor bowsprit. Her bottom is painted pink up to the water line.

This steamer is armed with four guns, and she has been for some time taking in crates, cases, and barrels, believed to contain arms and munitions of all kinds ordinarily used in carrying on war.

The cargo is nominally entered as destined to Havana, in the island of Cuba, but her armament and cargo are of such a nature as to render it morally certain that the merchants who claim to be the owners can have no intention of dispatching her on any errand of mercy or peace. * * *

I have the honor to be, your lordship's obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information of the detention at Wilmington, N. C., of the steamer North Carolina.

NAVY DEPARTMENT, *September 5, 1861.*

SIR: I herewith transmit a copy of a communication addressed to the Department on the 27th ultimo by H. B. Cromwell, esq., of New York, in relation to the steamer in which he has an interest, the *North Carolina*, which has been detained in Wilmington since April last.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary Navy.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.]

OFFICE OF CROMWELL'S STEAMSHIPS,
CORNER WEST AND ALBANY STREETS,
New York, August 27, 1861.

SIR: Referring to your telegram of this morning, we now beg to inform you that the new iron steamship *North Carolina*, screw, left here on the 13th of April last for Wilmington, N. C., where she was detained by her owner there in consequence of our national difficulties. We have ever since received assurances that the motive of her detention was to save the property of her Southern shareholders and for no warlike purpose. We have had positive knowledge of this, and have in the meantime been endeavoring to purchase the interest of the Southern shareholders, and so induce them to send the vessel to this port, but have been unsuccessful. We this morning received a letter from the agent in Wilmington, N. C., under date of the 10th instant, informing us that our last offer had been refused, and that an offer had been made by a party from Richmond, and while he does not say

whether this offer was accepted or not, we are left with the strongest suspicions that she is now being fitted out and has left as a privateer. We have an interest in this steamer, costing us $43,000, and we have to appeal to our Government for protection. If she succeeds in getting away from Wilmington, armed as she of course would be, she would prove a dreadful scourge to commerce. She is a single-deck ship, measuring 170 by 29 by 13, with a powerful engine 42 by 42, giving her a speed of from 11 to 12 knots. We have always been solicited to put our large interest in this steamer under a Southern name, which we have ever refused, preferring the protection of our own Government, which we are sure we shall not ask for in vain.

We would have informed you sooner of the fact of this steamer being there but that we were confident that we should be made aware of everything that took place with regard to her. We have only to regret that this letter of the 10th did not reach us sooner.

The *North Carolina* is very fast, and can carry a heavy armament, not drawing more than 10 feet.

Respectfully, yours,

H. B. CROMWELL.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting suggestions from the Department of State regarding foreign consuls in the Southern States.

NAVY DEPARTMENT, *September 5, 1861.*

SIR: Herewith enclosed is a copy of a letter addressed to this Department on the 29th ultimo by the Acting Secretary of State on the subject of foreign consuls in the insurrectionary States.

You will be particular to give instructions to the commanding officers of your squadron respecting intercourse with these functionaries, as suggested by the Acting Secretary of State.

I am, respectfully, etc.,

G. V. FOX,
Acting Secretary Navy.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.]

DEPARTMENT OF STATE,
Washington, August 29, 1861.

SIR: As there is grave reason to question the neutrality of foreign consuls in insurrectionary States, and particularly that of Mr. Bunch, the British consul at Charleston, I would suggest that the commanders of the blockading forces be directed to be particularly cautious respecting intercourse with such functionaries.

It is not to be doubted that the efficiency of the blockade would also be promoted if those commanders would decline to receive communications from foreign consuls to be forwarded to ports in the loyal States or to foreign countries. Those communications are made the vehicles of the correspondence of traders in the disloyal States in many instances,

giving advice as to the evading of the blockade, and even the importation of goods contraband of war.

I have the honor to be, sir, your obedient servant,

F. W. SEWARD,
Acting Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, of arrival at Hampton Roads, Virginia.

U. S. FLAGSHIP ROANOKE,
Off Fortress Monroe, Va., September 6, 1861.

SIR: I have the honor to inform the Department that I arrived here to-day. I left Charleston, S. C., on the 1st instant and left the *Wabash* and *Vandalia* there.

I have the honor to be, sir, very respectfully, your obedient servant,

G. J. PENDERGRAST,
Flag-Officer, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, of the cruise of the U. S. S. Roanoke from Charleston, S. C., to Hampton Roads, Virginia.

U. S. FLAGSHIP ROANOKE,
Off Fortress Monroe, September 6, 1861.

SIR: I have the honor to make the following report of the passage of this ship from Charleston, S. C., to Hampton Roads, Virginia. Events occurring while off Charleston I have already reported to you.

Sunday, September 1, 1861.—At daylight made a small sail inshore of us (a hermaphrodite brig) bearing N. N. E.; made signal 290 to *Vandalia*. *Roanoke* up anchor at 5:42 a. m., underway 6:06, and gave chase until within 4¾ fathoms (nearly within gunshot), when the brig entered Charleston through the Swash Channel, with a secession flag at the fore, and we were compelled to turn back, as we were shoaling rapidly; came to anchor off Charleston at 7:40. At 9:30 a. m. *Roanoke* up anchor, ship in sight. Ran down for her; proved to be the *Wabash;* turned back and came to anchor. At 4 p. m. *Roanoke* up anchor, got underway from off Charleston Bar for Hampton Roads, Virginia, with 149 tons of coal on board; left the *Wabash* and *Vandalia* there.

Monday, 2d.—Triced up the propeller and made sail.

Wednesday, 4th.—At 5 a. m. made a sail on port bow; at 7:30, the wind being ahead, lowered the propeller; at 8 a. m. got up steam and ran down for the sail; proved to be the British schooner *Chas. D. Horton*, of Nova Scotia, from Jamaica, bound to New York; cargo logwood and sundries.

Thursday, 5th.—At 6:30 a. m. sail reported on weather bow; at 7:30 made Hatteras light-house, bearing N. W. ½ W.; ran down for the sail; proved to be the U. S. ship *Cumberland*. She sent a boat alongside with a mail. At 2:30 triced up the propeller and made sail.

Friday, 6th.—At 4 a. m. got up steam and lowered the propeller; land reported two points off port bow; came to anchor off Fortress Monroe at 3 p. m.

The officers and crew of the prize schooner *Henry Middleton* (sent to New York on the 28th of August in charge of a prize crew) are on board of this ship. I await your orders as regards the disposition to be made of them. Their names are as follows: C. Barclay, captain; William Simmons, mate; Stephen Bennet, seaman; A. Strombo, seaman; Joseph Clifton, seaman; Richard Ravel, seaman; William Williams, cook; Beman Coogan, passenger; Frederick Donestick on the shipping articles but not on board.

I desire also to state that the engines of this ship work very badly, and I would respectfully suggest that a survey be held on them.

I have the honor [to be,] very respectfully, your obedient servant,

G. J. PENDERGRAST,
Flag-Officer, Commanding West India Blockading Squadron.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Report of Commander Chandler, U. S. Navy, commanding U. S. S. Dawn, of the chase by that vessel, in Mobjack Bay, of a small boat.

U. S. S. DAWN,
Hampton Roads, Virginia, September 6, 1861—10 p. m.

SIR: I have the honor to inform you that I gave chase this evening from Mobjack Bay to a small sailboat that we discovered about 6 miles to the northward and eastward of New Point light-house, stretching over from the western to the eastern shore of Virginia, but the steamer having to run considerably to the southward and eastward to clear the shoal off the light-house, by the time we could steer to the northward, night and bad weather coming on, we lost sight of her, and, as in our attempt to get back to Mobjack Bay we ran past it and made the lights here, about 18 miles off, I concluded I should not lose much time from my station by running in here and reporting what I had omitted to mention in my report of the 3d instant, viz, that this steamer leaks from some cause which we are unable discover, about 5 feet in twenty-four hours, and the leak is increasing.

I have the honor to be, very respectfully, your obedient servant,

WILLIAM CHANDLER,
Commander, U. S. Navy.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order from the Assistant Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Harriet Lane.

NAVY DEPARTMENT, *September 6, 1861.*

SIR: You will please send the *Harriet Lane* to Philadelphia for repairs.

The Department desires you to enquire of Commander Palmer why, when he heard heavy firing at Hatteras Inlet, he proceeded on to Hampton Roads with the *Iroquois*, and took no steps to ascertain the cause of the firing?

I am, respectfully, your obedient servant,

G. V. Fox,
Acting Secretary Navy.

Flag-Officer S. H. Stringham,
Commanding Atlantic Blockading Squadron.

Order of the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Quaker City.

Navy Department, *September 6, 1861.*

Sir: So soon as the *Quaker City* can be spared send her to New York to receive a naval organization.

Inform the Department what persons on board would like to retain their positions.

I am, respectfully, your obedient servant,

G. V. Fox,
Acting Secretary.

Flag-Officer S. H. Stringham,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order of the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the addition to his command of the purchased vessels Kingfisher, Gemsbok, and Young Rover.

Navy Department, *September 6, 1861.*

Sir: The purchased sailing vessels *Kingfisher*, *Gemsbok*, and *Young Rover*, the latter having an auxiliary screw, are ordered to report to you at Hampton Roads, and for the present will be attached to your squadron for the purpose of increasing the efficiency of the blockade.

The *Gemsbok* sailed from Boston to-day.

I am, respectfully, your obedient servant,

G. V. Fox,
Acting Secretary.

Flag-Officer S. H. Stringham,
Commanding Atlantic Blockading Squadron, Hampton Roads.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding Beaufort, S. C., and defenses.

Navy Department, *September 6, 1861.*

Sir: The accompanying letter from G. C. Williams gives some information concerning Beaufort and its defenses, derived from Captain

Hussey, of the ship *A. B. Thompson*, taken into that port by the *Jeff. Davis* [*Lady Davis*].

Very respectfully,

G. V. Fox,
Acting Secretary.

Flag-Officer S. H. Stringham,
Commanding Atlantic Blockading Squadron.

[Enclosure.]

West Woodstock, Conn., *September 3, 1861.*

Dear Sir: Captain Hussey, of ship *A. B. Thompson*, taken prize by the Confederate privateer *Lady Davis*, Ex-Lieutenant Pelot commanding, and towed by him into Beaufort, S. C., last spring, has been stopping here since he came from Beaufort via Norfolk and Fort Monroe under a flag of truce.

The constraint under which he was kept at Beaufort, although he had the freedom of the town much of the time on his parole, prevented his obtaining the most reliable information, but such as it is I feel induced to communicate it to you, so that if it shall appear of any value in default of better knowledge you can use it.

The importance of Port Royal Sound and Beaufort Harbor as a place of refuge for ships of all sizes as a base of operations for movements in South Carolina, it being within 18 miles of the railroad between Savannah and Charleston, is well understood, and the wonder is that the rebels have not made the place more secure. Its salubrity and defensibility should attract attention to it at once. Fears are to be entertained that they may sink the *A. B. Thompson* in the channel, as she is too large for them to use for any other purpose.

They have made some repairs, not much, on the old fort near Beaufort, and have thrown up some earthworks at the entrance to Broad River or Port Royal Sound, on Hilton Head, on the southwest side and at Bay Point on the northeast side, a little over 2 miles apart, as you will see by the Coast Survey charts. Captain Hussey got the impression, not a definite one, that they mounted about 20 guns, and that there were no flank defenses, and that in neither instance was the gorge of these redoubts closed up so as to resist escalade. He estimates the number of troops about Beaufort at 1,000, and very raw—mostly boys. The officers are a drunken set.

Very respectfully, your obedient servant,

G. C. Williams.

Mr. Faxon.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging the Department's instructions regarding the inlets of North Carolina.

Fortress Monroe, *September 7, 1861.*

Sir: I have the honor to acknowledge the receipt of your confidential communication of the 3d instant, and, in reply, have to inform you that your directions shall be executed as soon as I am supplied with six steamers drawing not more than 6 feet water and armed with IX and X inch guns.

Respectfully, your obedient servant,

S. H. Stringham,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. Gideon Welles,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. steamers Quaker City and Harriet Lane.

FORTRESS MONROE, *September 7, 1861.*

SIR: I have the honor to report my having ordered the *Quaker City* and *Harriet Lane* to proceed to New York and Philadelphia, as directed by you.

They will leave in a few hours.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Pendergrast, U. S. Navy, commanding West India Squadron, ackowledging the Department's order of detachment from that command.

U. S. FLAGSHIP ROANOKE,
Off Fortress Monroe, Va., September 7, 1861.

SIR: I have the honor to acknowledge the receipt of the Department's letter under date of the 29th of August, detaching me from the command of the West India Squadron.

As soon as I can communicate with Flag-Officer Stringham (who arrived here this morning), I shall relinquish the command and proceed to Philadelphia, where any communication from the Department will reach me.

I have the honor to be, sir, very respectfully, your obedient servant,

G. J. PENDERGRAST,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Hull, U. S. Navy, commanding U. S. ship Savannah, regarding movements of Confederates on and about Craney Island, Virginia.

U. S. S[HIP] SAVANNAH,
Off Newport News, September 7, 1861.

SIR: I have to report that all is quiet in the vicinity of this anchorage at present, but for several days past there appears to have been unusual movements along the shore, from Craney Island to the mouth of Nansemond River, apparently the strengthening of their batteries and the erection of new ones.

On the 30th ultimo a small tug with one rifle gun in the bow came from about Craney Island to the battery on Pig Point and then stood directly for this ship and made an attack on her, of which I made a report* to the Department, and I enclose a copy, together with a copy of another letter to the Department.

A few days ago a large, white steamboat was seen in the channel above Craney Island, and has been there several times since; she appears to be a very large passenger boat.

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* See p. 148.

There is also at anchor, about 12 or 15 miles up the James River, a steamer having the appearance, as well as we can see her under the land, of a large sea vessel. Another steamboat has come within sight two or three times, but returned up the river again. Thinking from these movements an attack might be contemplated, I thought it necessary to order the *Seminole* and *Corwin* temporarily to this anchorage. The commander of the *Corwin* represents the boilers as leaking badly and needing considerable repairs.

I have received on board, from Washington, a 6-inch rifle gun, and have placed it on the pivot carriage on the quarter-deck, but it does not fit well, and there is no good place to secure it on any part of the spar deck. The vent was found to be obstructed with some very hard substance, which required several hours to clear; and among the ammunition sent with the gun were 33 Hotchkiss shells, said to be filled, but on examination all were found empty, except two.

The fishing of the mainmast has been completed, but the repairs of the second launch are not yet finished.

I am, very respectfully, your obedient servant,

J. B. HULL,
Captain.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron, Hampton Roads.

Order of the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to furnish weekly statement of vessels boarded.

NAVY DEPARTMENT, *September 7, 1861.*

SIR: Direct the commander of each vessel under your command to furnish you with a tabular statement weekly of each and every [vessel] seen and boarded, with date, name of captain, nationality, position, cargo, where from, where bound, and such other remarks as may be deemed necessary. All commanders will take care to examine the character of every vessel within their reach.

You will send a copy of these reports to the Department as oppor tunity occurs, with explanations if any vessel shall be seen and not thoroughly examined.

Very respectfully,

G. V. FOX,
Acting Secretary.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Letter from Commander Hewett, R. N., commanding H. B. M. S. Rinaldo, to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the open state of the blockade of Wilmington and Beaufort, N. C.

H. B. M. STEAM SLOOP RINALDO,
Lat. 34° 22′ N., Long. 76° 27′ 30″ W., September 7, 1861.

SIR: I beg leave most respectfully to represent to you the open state of the blockade of the ports, etc., undermentioned, off the coast of North Carolina, viz:

Entrance to the Cape Fear River and port of Wilmington.

Port of Beaufort, off which place I was at anchor forty hours without sighting any United States cruisers.

I have the honor to be, sir, your obedient servant,

W. N. W. HEWETT,
Commander.

Flag-Officer SILAS H. STRINGHAM,
U. S. Frigate Minnesota.

Letter from the Assistant Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information of the proposed shipment of arms from England to the Southern States via Nassau, New Providence.

NAVY DEPARTMENT, *September 7, 1861.*

SIR: The following is a copy of a letter in the possession of this Department, addressed to "Hon. Henry Adderly, Nassau, New Providence, Bahamas."

Very respectfully, etc.,

G. V. FOX,
Assistant Secretary Navy.

Flag-Officer S. H. STRINGHAM, Etc.

[Enclosure.]

RICHMOND, VA., *July 30, 1861.*

MY DEAR ADDERLY: The Secretary of the Navy of the Confederate States of America has ordered from England, to be shipped to Nassau, a quantity of arms and powder. I have recommended them to be consigned to you, and I have to ask of you as a favor to me to take good care of them. I will be with you soon, and will expect your aid in transshipping the same. I must request you to regard this as a confidential communication, and will explain the reasons when we meet. You need not write me at all on the subject. Hoping soon to see you,

I remain, your friend,

JNO. P. BALDWIN.

HENRY ADDERLY, Esq.,
Nassau, New Providence, Bahamas.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Quaker City.

FORTRESS MONROE, *September 8, 1861.*

SIR: In reply to your letter of the 6th instant relative to the *Quaker City*, I have to inform you that she left here for New York yesterday afternoon.

The information about the number of persons on board, etc., will have to [be] obtained from New York.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the obstruction of Oregon Inlet, North Carolina, by sinking vessels loaded with stone.

FORTRESS MONROE, *September 8, 1861.*

SIR: When Commander Stellwagen is ready to fill up the channel at Oregon Inlet, I will send a force to assist and protect him in so doing.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Commanding Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. steamers Seminole and Rescue.

NAVY DEPARTMENT, *September 8, 1861.*

SIR: The concentration of the enemy on the south bank of the Potomac below Alexandria in large force, within the last twenty-four hours, makes it imperative that the *Seminole* should be immediately dispatched to report to Captain Craven.

You will also send the tug *Rescue*, if she has arrived from Philadelphia.

Very respectfully, etc.,

G. V. FOX,
Acting Secretary.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Captain Faunce, U. S. Revenue Marine, commanding U. S. S. Harriet Lane, of the arrival of that vessel for repairs at Philadelphia navy yard.

U. S. S. HARRIET LANE,
Navy Yard, Philadelphia, September 8, 1861.

SIR: In obedience to orders from Flag-Officer S. H. Stringham, commanding Atlantic Blockading Squadron, I have the honor to report my arrival at this place for repairs on ship and engines; also to replace such articles as have been expended in rescuing this ship from her perilous position at the entrance of Hatteras Inlet on the 29th and 30th of August.

Enclosed please find a copy of my report,* made to the above-named flag-officer on my arrival at Hampton Roads.

I would also respectfully request a survey on the ship and engines, in order to estimate the extent of damage sustained by the late accident above mentioned.

I am, sir, very respectfully, your obedient servant,

JOHN FAUNCE,
Captain [U. S. Revenue Marine].

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

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* See p. 129.

Order of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the cruising ground of that vessel.

FORTRESS MONROE, *September 8, 1861.*

SIR: Your cruising ground, until further orders, will be in the vicinity of Cape Hatteras, with a view to afford any assistance and protection which may be required by our forces at Hatteras Inlet.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Captain JOHN S. CHAUNCEY, U. S. Navy,
U. S. Steam Frigate Susquehanna, off Beaufort, N. C.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding allowance of officers for his command.

FORTRESS MONROE, *September 9, 1861.*

SIR: I am in receipt of your letter of the 3d instant in relation to reducing the allowance of officers for the ships under my command.

While concurring with you fully in the necessity for the reduction, I would respectfully suggest that some discrimination should be used in the case of flagships, where a much greater demand is made for the services of officers than there is on board of vessels of a similar rate bearing pennants only.

The extra calls for boarding, signals, etc., make it necessary, in my opinion, for a flag-officer with a large command to have at least one lieutenant who must always hold himself in readiness to perform such duties as may be required of him by the flag-officer without his being encumbered with any other.

I trust that the courtesy of naming the officers I wish to retain on board the *Minnesota* may be allowed me. I would request also that the four midshipmen to be detailed from the *Roanoke* may be ordered to the *Minnesota*, there being none of that grade now attached to her.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. steamers Seminole and Rescue.

FORTRESS MONROE, *September 9, 1861.*

SIR: I have to acknowledge the receipt of your letter of the 8th instant, and to inform you I have ordered the *Seminole* and *Rescue* to proceed to the Potomac River immediately, as directed therein.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer Commanding Blockading Squadron.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the departure of the U. S. S. Monticello to Philadelphia for repairs.

FORTRESS MONROE, *September 9, 1861.*

SIR: I have to inform you that in consequence of the injuries to the *Monticello* being greater than at first supposed I have sent her to Philadelphia for repairs. It is thought it will be necessary for her to remain there but a few days.

The *Flag* has been ordered to Charleston, S. C., and the *Cambridge* to cruise off Beaufort, N. C.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, referring to Department's order relative to holding and obstructing the inlets of North Carolina.

NAVY DEPARTMENT, *September 9, 1861.*

SIR: Your letter of the 7th instant received. Please notify the Department what is necessary to be supplied outside of the limits of your command to carry out the objects numbered 1, 2, and 3 in the confidential communciation* dated September 3. It is desirable that the steamers and tugs employed in the late expedition should be returned to their owners as early as possible, as their charter is very large.

Very respectfully,

G. V. FOX,
Acting Secretary.

Flag-Officer S. H. STRINGHAM, Etc.

Order of the Acting Secretary of the Navy to Captain Ringgold, U. S. Navy, commanding U. S. frigate Sabine, to proceed to duty in the Atlantic Blockading Squadron.

NAVY DEPARTMENT, *September 9, 1861.*

SIR: When the U. S. frigate *Sabine* is ready for sea, you will proceed with her to Hampton Roads without delay and report to Flag-Officer Stringham for duty in the Atlantic Blockading Squadron, under his command.

Transmit to the Department before sailing a complete muster roll of the crew and a separate list of the officers of the *Sabine.*

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

Captain CADWALADER RINGGOLD,
Commanding U. S. Frigate Sabine, Portsmouth, N. H.

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* See p. 162.

Order of the Acting Secretary of the Navy to Captain Goldsborough, U. S. Navy, commanding U. S. ship Congress, to proceed to duty in the Atlantic Blockading Squadron.

NAVY DEPARTMENT, *September 9, 1861.*

SIR: When the U. S. frigate *Congress* is ready for sea, you will proceed with her to Hampton Roads without delay and report to Flag-Officer Stringham for duty in the Atlantic Blockading Squadron, under his command.

Transmit to the Department before sailing a complete muster roll of the *Congress* and a separate list of her officers.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary Navy.

Captain L. M. GOLDSBOROUGH,
Commanding the Frigate Congress, Boston.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the loading of blockade runners at Halifax, Nova Scotia.

NAVY DEPARTMENT, *September 9, 1861.*

SIR: Herewith enclosed for your information is a copy of a letter, dated the 3d instant, received by the Department from John S. Keyes, esq., U. S. marshal, Boston, relative to several vessels said to be loading at Halifax, Nova Scotia, with the intention of running the blockade.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.]

U. S. MARSHAL'S OFFICE, DISTRICT OF MASSACHUSETTS,
Boston, September 3, 1861.

SIR: I have this day received the enclosed copy of a letter from a gentleman in Halifax, Nova Scotia, who is entirely reliable, by which it would appear that several vessels are now loading there with an intention of running the blockade.

The letter is as follows:

HALIFAX, NOVA SCOTIA, *August 28, 1861.*

SIR: Four vessels have recently arrived here from North Carolina with naval stores, having run the blockade. They are reported British vessels, but are in reality North Carolina property and build. They are fore-and-aft schooners, two of which are 100 tons, the others about 65, and look like the general run of North Carolina coasters.

Their cargoes have been mostly reshipped.

These vessels are now loading with very valuable cargoes of tea, coffee, dry goods, etc., intending to run the blockade. They all have (mostly) North Carolina crews, and the captains, I am informed quite positively, are North Carolina men.

The owner of one of the cargoes, and agent for the others, is here disposing of cargoes and purchasing new ones. Two of the vessels will sail in all this week, the others to follow immediately.

Yours, truly,

ELBRIDGE SEELLER.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the vessels of his command and enclosing list and station of same.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 10, 1861.

SIR: I have to request that the *Seminole* and *Rescue* may be returned to the Atlantic Squadron at as early a date as possible, as I am very much in want of vessels. The *Seminole* I had destined for the blockade of the James River, where she would answer an excellent purpose; from her great consumption of coal and low rate of speed she does not answer well for outside work. The *Savannah* I had ordered down, and was about dispatching her to cruise off Savannah, which station is left, by the sailing of the *St. Lawrence*, without a cruiser. The *Seminole* going to the Potomac makes it necessary for the *Savannah* to remain. The *Roanoke*, now coaling and taking in stores, will be sent off Savannah as soon as she can be got ready. The arrival of the *Jamestown* last night from off Fernandina, for provisions, etc., leaves that station also without a cruiser. There is now no cruiser south of Charleston, S. C., nor have I any to send there until those gone North for repairs return or others are ordered to the squadron. The *Jamestown* will have to wait for provisions, which I this day request the Chief of Bureau of Provisions, etc., to forward at the earliest moment practicable.

I send you herewith a list of the vessels now with the squadron, where stationed, etc.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

[Enclosure.]

List of vessels with the Atlantic Blockading Squadron.

Minnesota, Hampton Roads.
Roanoke, Hampton Roads, coaling, etc., to go to Savannah.
Wabash, off Charleston.
Susquehanna, vicinity of Cape Hatteras.
Pawnee, Hatteras Inlet.
Flag, off Charleston, S. C.
Cambridge, off Beaufort, N. C.
Daylight, off Cape Henry.
Mount Vernon, off Rappahannock River.
Dawn, off York River.
Louisiana, off James River.
Savannah, off James River.
Cumberland, off Beaufort and Wilmington, N. C.
Vandalia, off Georgetown and Bulls Bay, S. C.
Jamestown, Hampton Roads, for stores and provisions.
St. Lawrence, returning from off Savannah.
Dale, between Hatteras and Cape Henry.
Young America (tug), Hampton Roads.

Vessels repairing, etc.

Albatross, Philadelphia.
Quaker City, New York.
Harriet Lane, Philadelphia.
Monticello, Philadelphia.
Penguin, Potomac
Seminole, Potomac.
Union, Potomac.
Yankee, Potomac.
Iroquois, detached service.
Rescue, Potomac.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. ship Jamestown.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 10, 1861.

SIR: I have to inform you that I have ordered the *Jamestown* to New York for provisions and stores; there are none here, and as I am in

immediate want of her, I think her going there will facilitate her return to her station.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

Report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, of the capture by that vessel of the English schooner Revere.

U. S. S. CAMBRIDGE,
Lat. (Obsd.) 34° 27′ N., Long. 76° 26′ W.,
Off Beaufort, N. C., September 10, 1861.

SIR: I have the honor to report that I have this day captured the English schooner *Revere*, of Yarmouth, from Beaufort, bound to Key West, laden with salt and herring, and that I have ordered her to Boston, with an officer and prize crew in charge.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Flag-Officer SILAS H. STRINGHAM,
Blockading Squadron, Fortress Monroe, Va.

Order of the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding allowance of officers for the vessels of his command.

NAVY DEPARTMENT, *September 10, 1861.*

SIR: The Department desires that you will at your earliest convenience proceed to make the changes suggested in the letter of the 3d instant, as the demands of the service require the immediate detachment of the officers named.

It is intended that the full number of officers shall be allowed to the ships, and if you will report what vacancies exist, acting appointments will at once be made to fill them.

The officers of the *Roanoke* to be detached will be ordered by you before the ship sails. The Department entirely concurs in the views contained in your letter of September 9. You are authorized to keep your flag-lieutenant and to name the other officers who are to be retained on board the *Minnesota*, but at the same time the Department regrets that the pressing exigencies of the service compel it to direct that the four midshipmen detached from the *Roanoke* remain subject to the orders of the Department.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Commander Gillis, U. S. Navy, commanding U. S. S. Monticello, of the arrival of that vessel at Philadelphia for repairs.

U. S. S. MONTICELLO,
Navy Yard, Philadelphia, September 10, 1861.

SIR: I have the honor to report to you the arrival of this vessel at Philadelphia, sent here for repairs of damages received in the late action with Forts Hatteras and Clark, at Hatteras Inlet.

My report and requisitions were forwarded to the Department in the absence of Flag-Officer Stringham on our return to Hampton Roads.

I respectfully request that the anchor and chain required previous to our departure for Hatteras be sent to Hampton Roads, so that we can receive it on our return there.

Very respectfully, sir, your obedient servant,

JNO. P. GILLIS,
Commander.

Hon. GIDEON WELLES.
Secretary Navy, Washington City, D. C.

Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, recommending a change of battery in that vessel.

U. S. S. LOUISIANA,
Newport News, September 10, 1861.

SIR: I respectfully represent that this vessel, in order the better to adapt her to bay or sound blockade, would, in my opinion, be much increased in efficiency by the addition to (or in lieu of a part of) her battery of rifled cannon of long range and heavy caliber.

The substitution of such a gun on a pivot for two of the four 32s with which we are armed, would give us a battery common to both sides in smooth water and enable us to cope with the long-range cannon of the enemy, as exhibited during the late attack upon the *Savannah*.

Very respectfully, your obedient servant,

A. MURRAY.
Lieutenant, Commanding U. S. S. Louisiana.

Flag-Officer S. H. STRINGHAM,
Commanding Blockading Squadron, etc.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the arrival of the U. S. ship Cumberland at Hampton Roads, Virginia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 11, 1861.

SIR: I have the honor to report the arrival of the *Cumberland* from off Hatteras, and enclose report* of Commander S. C. Rowan, of the *Pawnee*, stationed at Hatteras Inlet, North Carolina.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

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* See p. 191.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information relative to the prize schooner Susan Jane, captured in Hatteras Inlet, September 10, 1861.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 13, 1861.

SIR: Enclosed herewith please find papers and letters taken from the passengers captured at Hatteras Inlet.

The papers show them to be implicated in the cargo, and I have no doubt of their being either owners or supercargoes, as Commander Rowan states in his report.

When you are done with the papers will you forward them to the judge before whom the vessels will be brought for adjudication.

The passengers, with a portion of the crews of the schooners, are now on board of this ship.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. PAWNEE,
Hatteras Inlet, September 10, 1861.

SIR: I have to state for the information of the Department that I have taken a valuable prize this morning, now called the *Susan Jane*, of Nevis, West Indies.

This schooner was called the *Charles McCees* [*McClees?*] when she cleared at New Berne, N. C., two days before the blockade went into effect on the coast.

She took a cargo of spirits of turpentine to the West Indies, and at Charleston [Charlestown], Nevis Island, obtained an English register, but without a bill of sale or endorsement of any kind on the part of the master or agent, and without any other paper required under English law.

She sailed from Nevis to Halifax, Nova Scotia, and there took on board an assorted cargo, consisting of blankets, cloth, iron, steel, brogans, axes, etc., all of which were purchased in New York and Boston, as is shown by bills of lading from different leading houses in those cities.

I send the prize to Philadelphia or New York, at the discretion of prize master, Lieutenant Crosby, so that he may be authorized to enter the port most accessible at this stormy period of the year.

I send all the papers found on board the prize in charge of Lieutenant Crosby, to be handed to the proper admiral[ty] officer; also Captain Ireland and four of the crew. I shall detain for the present two passengers, believed to be supercargoes; also the mate.

When this duty is completed, I have to request that Lieutenant Crosby may be permitted to return to his important duties at this place, as port captain, under the orders of General Wool.

I send Lieutenant Crosby in charge of the prize because he is the important witness of what occurred after we boarded the schooner.

This vessel, like the three already captured, stood in under the belief that the forts were still in the hands of the enemy (the *Pawnee*, showing no colors, was taken for an English cruiser), and were not boarded until they were inside the bar,

We are beginning to see signs of the enemy on the southwestern side of the entrance, where it is believed a picket guard frequents to watch our movements.

We are greatly in want of side-wheel tugs of 3 or 4 feet draft, for the purpose of making reconnoissances.

I enclose a letter found among the papers of the so-called *Susan Jane*, which may give the Department some idea of the feeling in Nova Scotia.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary Navy, Washington, D. C.

[Subenclosure.]

HALIFAX, NOVA SCOTIA, *August 28, 1861.*

GENTLEMEN: I came to this province on business connected with the *Albion* two weeks ago. I wrote you from New York on the 18th of July and forwarded my letter to Richmond, Va., by Reverend Mr. Hoge. I stated then, as I had previously done, that it was my intention to appear again in your midst in October next to pursue my regular business. I still adhere to the same purpose.

I commence this letter not knowing when or how I may send it, but in the hope that some opportunity will present.

There are facts and occurrences that come to my knowledge in the Northern States that you would like to have placed in your possession, but my letters are liable to a contingency that might render it highly impolitic to me to have been the reporter of the same. You will therefore appreciate my motives of forbearance.

But with respect to the British provinces, I am not aware that I should transgress any rules of law or of propriety in communicating some results of my observation.

On coming here, a most striking fact everywhere apparent is the avowed change of sentiment and feeling of the people of these eastern provinces upon the merits of the civil war in the States. Upon the commencement of hostilities it is stated that the people were largely in sympathy with the Northern States. Now that sympathy is almost entirely in favor of the South. Indeed, I have scarcely met an individual who expresses a wish for the success of the North in this struggle, and I have had opportunity to converse with a large number of persons. Of the reasons assigned for this change, the two which are most prominent are, first, the tone of the newspapers of the Northern States in setting forth the purposes of the Federal Government to summarily subdue the seceded States to an humble obedience to its authority. The unsuccessful efforts of the Federal Government thus far have caused a feeling of disgust at the overconfident tone of the Northern press and produced a conviction that the Government never can succeed in restoring the Union by armed force. Hence they naturally withdraw their sympathy from a cause which is destined to defeat.

Their second reason is one of interest. The commerce of these provinces had come to be chiefly with the United States. This war destroys it. Their articles of export are fish, plaster, timber, ships, and building stone. The first is the most important item, and the blockade of the Southern ports bears directly against its export. Shippers are

looking anxiously for the removal of the blockade, and they express pleasure at the presence of some thirty-five French and English war steamers upon the American coast as indicating the purpose of those nations with respect to the blockade. The opening of the Southern ports is regarded as exceedingly desirable for the commerce of these provinces, and it is believed that it will be in some way accomplished during the autumn of the present year. Recent discoveries of gold in Nova Scotia are attracting a good deal of attention. Mines have been opened at two places, one at Tangier, 40 miles east of Halifax, and the other at Lunenburg, about the same distance in the opposite direction—both quite near the seacoast. Large quantities have been already obtained from both places.

With cordial remembrances to all my friends, I remain, yours, truly,

———.

Messrs. A. S. WILLINGTON & Co.

Should communication be opened with this place, send the Tri-Weekly Courier to "Reading Room, Halifax, N. S."

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting reports of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding prizes captured in Hatteras Inlet, North Carolina.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 13, 1861.

SIR: I have the honor to enclose herewith copies of reports of Commander S. C. Rowan, stationed at Hatteras Inlet. Also a list of vessels and crews captured by him.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. PAWNEE,
Hatteras Inlet, September 11, 1861.

SIR: I send forward another prize, which leaves here in company with the *Susan Jane.*

The *Mary Wood* is in charge of Captain Nixon, of the naval brigade, and a crew of four men from the same. The cargo is molasses and salt, and will enter the port of Philadelphia or New York.

I transferred 7 bags of coffee [and] 10 barrels sugar from the *Ocean Wave* for the better preservation of the same.

The *Harriet Ryan* and *Ocean Wave* I still retain. The former I shall send as soon as I can; the latter is too leaky to trust at sea at this season of the year.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

U. S. S. PAWNEE,
Hatteras Inlet, September 12, 1861.

SIR: I have the honor to acknowledge the receipt of your letter dated the 9th instant. I shall do all I can to assist the Army, but it is an uphill work. The troops will do nothing that they can possibly avoid, *i. e.*, the Dutchmen. Yesterday the fine iron boat that was invaluable to us now and in the future was permitted to drift from the shore opposite Colonel Hawkins's fort and is now on its way toward Roanoke Island. Colonel Hawkins informed me of the loss of the boat after she had drifted nearly out of sight. The two tugs were then employed taking the two prizes to sea. I sent the *Fanny* on her return in search of the boat, but she grounded and remained so all night. The boat may be found, but I doubt it.

Of the defenses at Beaufort and Wilmington I have no information. The fort, I presume, is armed as prescribed by the War Department, and must be taken from the land side. It occurs to me from a glance at the map that the enemy would feel greater anxiety for the safety of New Berne than any other point save Beaufort. With a proper land force moved down the seashore of Core Island Sound, with the cooperation of the Navy inside and outside, Beaufort can be taken, New Berne threatened, which is the terminus of a rail, I think. As I have already informed you, it is reported that the approach to Washington [N. C.] is being fortified, and I presume the enemy is not idle at all other principal places on the principal rivers.

I have no colors which were captured here. I understand old Butler took all he could lay his hands on. Max Weber refused to deliver the colors of the lower fort to Butler's order, stating that the Navy captured the place and the colors would be delivered to the commander in chief—so says rumor.

The enclosed communications to the Department, with copies to yourself, were all in the hands of the prize masters when the *Spaulding* appeared. I have no clerk, and have not time to condense the reports and address it to you, now that I know where you are, else I should do so.

The tugs you get for this inside service had all better be side wheel, two of them of the class of the *Yankee*, with a 40-pounder rifled gun and a little 32 astern, and two 24-pounder boat howitzers. If you can find small-sized ferryboats of the class used in New York and elsewhere they would be the thing for inside work, light draft, two heavy guns, and could transport provisions or troops. At least two of the tugs ought not to exceed 4 feet, deep load line, to lighten to 3 feet, with working coal on board. By permission of Captain Thomas, of the Quartermaster's Department, in charge of the *Spaulding*, I send all the prisoners comprising the crews of the four captured schooners, with the exception of the captains and mates of the two vessels retained here. The enclosed list will show you to which of the vessels they belong.

I also send two persons found on board the *Susan Jane*, who claim to be passengers only, but the truth is, they sailed from here in the vessel. They are both clever and wide-awake, and both acting as supercargoes. I have not examined their baggage. Lieutenant Crosby overhauled them, but I think it would be well to give them a good searching when you get them.

The only one who appears to be the moneyed man is named G. O. Van Amringe, jr. He claims to be a native of New York and a citizen of North Carolina.

The other gentleman is named George W. Barnard, and was, I think, a clerk to a merchant in Edenton named Hughes—his name appears on bills of that house found among the papers of the *Susan Jane.*

I have not had time to forward a list of the officers and men entitled to a share of the captures, but shall do so by next opportunity. If you propose operating on this coast by following the inland waters, a few of those large fishing boats would be very serviceable in moving troops in shallow water. We are hard at work discharging the *Baltimore* and preparing the hulks to receive the stores. I hope the weather will continue favorable. We can do but little except at slack water; the tide is strong here.

Very respectfully, your obedient servant,

S. C. ROWAN,
Commander, U. S. Navy.

Flag-Officer SILAS H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

List of vessels and crews captured at Cape Hatteras Inlet.

Schooner *Susan Jane:*

Captain and crew, sent home with vessel; George Shackleford, mate, sent to Fortress Monroe, per steamer *S. R. Spaulding.*

Schooner *Ocean Wave:*

Adam Trainer, captain, on board; John Duffie, mate, sick on board; William Tetchner, cook, attending the sick; George Parker, Edward Heinrichs, John Johnson, Etrick Brondine, William Brown, crew, sent to Fortress Monroe, per steamer *S. R. Spaulding.*

Schooner *Harriet Ryan:*

William Nixon, captain, on board; Perry White, mate, on board; Cartwright Thomson, James B. Haggard, William Capehart, crew, sent to Fortress Monroe per steamer *S. R. Spaulding.* John Murphy, cook, sent to Fortress Monroe.

Schooner *Mary Wood:*

Daniel Hayman, captain, sent home with vessel; William Branton, mate, sent home with vessel; Jereh Douglass, Edward Baum, Edward O'Neil, crew, sent to Fortress Monroe, per steamer *S. R. Spaulding.* Elijah Simmons, cook, sent to Fortress Monroe.

S. C. ROWAN,
Commanding U. S. S. Pawnee.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Squadron.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, requesting directions regarding the occupation of the fort on Ocracoke Inlet.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 11, 1861.

SIR: I would respectfully call your attention to the second article of your dispatch of the 3d instant, marked confidential, directing me to take immediate possession of Ocracoke Inlet, but "not sink vessels at these inlets inside, as was first contemplated."

The last dispatch from Captain Chauncey reports the fort at Ocracoke abandoned, but I have sent to him for more explicit information.

The fort is situated on Beacon Island, about 4 miles inside the bar, and I have at this time no vessels of sufficient light draft to approach it either from the sea or sound.

In case that I should soon be able to carry out your directions, will you please inform me upon whom I am to call for troops to occupy it.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, of the arrival of the U. S. S. Albatross.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 1, 1861.

SIR: I have to report the arrival of the *Albatross* last evening, thirty hours from Philadelphia.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, commanding Atlantic Blockading Squadron.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the blockade runners Kate Waters and Cheshire.

NAVY DEPARTMENT, *September 11, 1861.*

SIR: I enclose herewith for your information a copy of a letter received from the collector of customs at Portland, dated September 5, 1861, in relation to the *Kate Waters*, which is supposed to be destined for Galveston, and the *Cheshire*, formerly a Charleston packet, which ran the blockade with the supposed intention of returning to some of the Southern ports.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

Flag-Officer S. H. STRINGHAM.

[Enclosure.]

CUSTOM-HOUSE, *Portland, September 5, 1861.*

SIR: The loyal officer of an American vessel in Liverpool, England, writes to his friend here that about the 7th of August last the ship, or bark, *Kate Waters*, formerly the *San Jacinto*, cleared at Liverpool for Havana under British colors, but that she is actually bound to Galveston, Tex., with a cargo of salt, coal, steel, etc.

He also writes that the *Cheshire*, formerly a Charleston packet, ran the blockade and arrived out at Liverpool, where she had taken in a cargo of salt, etc., and intended to return to Savannah, or some other port in the disloyal States.

Presuming that the Government might wish to communicate these facts to the officers of the blockading fleet, I take the liberty to transmit them to your Department.

I am, respectfully, your obedient servant,

JEDEDIAH JEWETT,
Collector.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockadiag Squadron, transmitting correspondence regarding vessels preparing to run the blockade.

NAVY DEPARTMENT, *September 12, 1861.*

SIR: I herewith enclose for your information a copy of a letter of the 9th instant from the Secretary of State, enclosing copy of a dispatch from the vice-consul at St. John, New Brunswick, respecting the schooner *Julia* and brigantine *Gold Hunter*, which vessels, it is said, have recently been purchased by parties from the rebel States; also copy of a letter from Secretary of State, dated the 7th instant, with a copy of a communication from Mr. Charles Stoddard, of Boston, with regard to the discharge of a large quantity of goods from the steamer *Arabia* at Halifax, etc.

Referring to previous letters in relation to the steamer *Bermuda*, I herewith transmit copy of dispatch from the U. S. consul at Falmouth, in which he states that that vessel had put into that port.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary Navy.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure No. 1.]

DEPARTMENT OF STATE,
Washington, September 9, 1861.

SIR: I have the honor to transmit herewith for your information and consideration a copy of a dispatch, dated the 4th instant, received from the U. S. vice-consul at St. John, New Brunswick, respecting the schooner *Julia* and the brigantine *Gold Hunter*, which vessels, it is alleged, have recently been purchased by parties from the rebel States.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Subenclosure.]

U. S. CONSULATE,
St. John, New Brunswick, September 4, 1861.

SIR: The British schooner *Julia* and the brigantine *Gold Hunter*, of this port, have recently been purchased by parties from the rebel States, now here, and are nearly ready for sea, being laden with iron, tin, lead, drugs, medicines, and other articles.

These vessels will be cleared out of the custom-house here for Cuba, but their owners design to run the blockade and discharge their cargoes at some of the ports in the rebel States.

The registers of the vessels will remain unchanged, and ostensibly they will appear to be owned here as heretofore. They will have pilots, as was the case with the *Alliance*, who are familiar with the Southern coast.

I have the honor to be, your obedient servant,

C. WHITAKER,
U. S. [*Vice*] *Consul.*

Hon. WM. H. SEWARD,
Secretary of State, Washington.

[Enclosure No. 2.]

DEPARTMENT OF STATE,
Washington, September 7, 1861.

SIR: I have the honor to transmit herewith for your information and consideration a copy of a communication, dated 5th September, addressed to this Department by Mr. Charles Stoddard, acquainting the Department with the discharge of a large quantity of goods from the steamer *Arabia* at Halifax, with suggestions in relation thereto.

I have the honor to be, sir, your obedient servant,

WM. H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Subenclosure.]

BOSTON, *September 5, 1861.*

DEAR SIR: A few days since I had occasion to advise you of the fact coming to my knowledge that the consuls at Stuttgart and Leghorn were open secessionists. I am very glad to learn by your reply that they have both been displaced.

I now wish to inform the Government that the steamer *Arabia*, which arrived this morning from Liverpool, was detained at Halifax [Nova Scotia] seven hours discharging British dry goods. As these goods are not on their way to Canada and not needed in the provinces, it is strongly suspected they are destined to be shipped to Southern ports in British bottoms, with a view to run the blockade. Can not this be stopped? I suppose not in British waters. But if the Government should dispatch an agent to Halifax, to keep a watch and report every movement in the way of shipping to feigned ports, with a view to run our blockade, it might do good. And if, in addition, a small armed vessel could be put on the watch, either off Halifax or St. John [New Brunswick], it might be useful. We much regret that the *Alliance*, a British vessel, has succeeded in getting into Beaufort. Can not small armed vessels be multiplied off Charleston and other Southern ports, so as to render the running of the blockade impossible?

Perhaps I should have addressed this to the War Department, but if there is any value in these suggestions you will please direct them into the right channel.

Very respectfully, yours,

CHARLES STODDARD.

Hon. W. H. SEWARD,
Secretary of State, etc.

I am well known to Judge Samuel R. Betts, United States court, New York, Major-General Dix, General Butler, Senator Sumner, etc.

[Enclosure No. 3.]

U. S. CONSULATE,
Falmouth, August 22, 1861.

ESTEEMED FRIEND: I beg to state that the British steamer *Bermuda*, Tessier, master, from West Hartlepool, and ostensibly bound to Havana with a general cargo, put into this port this morning, and, having obtained a supply of coals, proceeded on her voyage this afternoon. My reason for communicating this circumstance is that it is reported (and I think there are some grounds for believing the report to be true) that this vessel is really laden with arms, ammunition, clothing, etc., intended for the use of the troops of the Southern States.

The *Bermuda* is a screw steamer of about 700 tons register, with two masts, each having yards, and one funnel, painted black—red and black—and has no figurehead.

I remain, respectfully, thy sincere friend,

ALFRED FOX,
Vice-Consul.

SECRETARY OF STATE, Etc.,
Washington, United States.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, forwarding reports of Confederate officers captured at Fort Hatteras, North Carolina.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 12, 1861.

SIR: Enclosed herewith are the official reports* of the officers captured at Fort Hatteras, North Carolina. I send them to you to decide whether they should be forwarded by a flag of truce or not.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the condition of the blockade.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 12, 1861.

SIR: I have to report that the *Flag* and *Susquehanna* had a collision off Beaufort. The former is considerably damaged, and I have ordered her to Washington, hoping the repairs can be soon made there. I am in urgent want of her services, for I fear some of the vessels known to have sailed from England for Charleston and the Southern coast may get in. You are already aware of there being but one vessel—*Wabash*—off Charleston, and none south of it. The *Albatross* will be dispatched to cruise off Beaufort and Wilmington, N. C., to-morrow.

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* See pp. 138–144.

We have advices of seven schooners having been captured within a few days on the coast of North Carolina, one a schooner named in your letter as fitting from Halifax, Nova Scotia.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, naming officers detached from his command.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 13, 1861.

SIR: I have the honor to report that I have this day detached the following-named officers from this squadron and directed them to report to the Navy Department, viz:

Lieutenants J. C. Howell, John Watters, C. M. Schoonmaker, *Minnesota.*

Lieutenant E. W. Henry, *Savannah.*

Lieutenant Charles H. Greene, *Cumberland.*

Those on board the *Wabash* and other vessels on the Southern coast will be detached as soon as I can learn what number of acting masters will be wanted to fill their places.

The *Roanoke* will have to be supplied with acting masters before the lieutenants named in your letter can be detached. I have one for her (now away in a prize, who will be here before she is ready for sea) and shall want another.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, stating the needs of his command for operations on the coast and in the sounds of North Carolina.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 13, 1861.

SIR: In answer to your letter of 9th instant, asking what is necessary to be supplied outside the limits of your command to carry out the objects numbered 1, 2, and 3 in the confidential communication* dated September 3, I have to state from eight to ten or more light-draft side-wheel steamers, none to draw more than 6 feet loaded, at least four of them not more than 4 feet; also twenty surfboats for landing troops, of a build, except being a little more flat-bottomed, to correspond with those used at Vera Cruz during the Mexican war.

* See p. 162.

The steamers should be armed with either a X-inch gun or heavy rifle—60 or 80 pounder—forward, with a 32-pounder, one 24-pounder howitzer, and 12-pounder rifle aft, the latter movable.

With this force to operate in the sounds inside, and a number of vessels which can be drawn from the blockading squadron outside, together with a proper number of troops to cooperate and hold possession of the places which may be taken, I think the entire seacoast towns of North Carolina would soon be ours. We must go in force to insure success, for the enemy seem to be alive to our intentions, as you will see by Commander Rowan's report,* this day forwarded to you.

Should it be necessary to build surfboats, I would like to give my views for their model, capacity, etc.

Transports would also have to be provided for the troops, which, together with the providing of surfboats, more properly belongs to the Army; but I call your attention to them, because when ready to leave this place for the Hatteras expedition I was informed no such provision had been or was to be made by the Army, and I was therefore compelled to hunt up and take such as I could find on the spot, which were very imperfect.

The regulating and movement of the troops should be directed by some competent officer of high rank, for we have an enemy much more intelligent and formidable to oppose us than we had at Vera Cruz.

Very respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

Report of Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, of the capture by that vessel of the English schooner Argonaut.

U. S. S. SUSQUEHANNA,
Hatteras Inlet, September 13, 1861.

SIR: I have the honor to report that I have this morning made prize of the English schooner *Argonaut*, of Yarmouth, Nova Scotia, and from Westport, Nova Scotia, bound to Key West, laden with fish and miscellaneous cargo, consisting of shoes, soap, coffee, cotton goods, tea, etc. The vessel was discovered last evening at sundown standing in for this place with a free wind, but tacked seaward as soon as he discovered this ship inside of him.

It being dark, I laid in wait till daylight, when I discovered him standing in to leeward.

She was boarded by a boat from this ship, and, upon examination of his papers, I have decided to send her in for adjudication. She is one of a number of vessels under English colors ostensibly clearing for Key West, but without doubt intending to evade the blockade in order to supply the rebels on this coast, the cargo universally being of such articles as they stand in need of and bringing high prices. The *Argonaut* was evidently bound into this place. The master gives as an excuse for being in this neighborhood that he is short of water and light, and that he did not know where he was, although he was close in with Hatteras light-house.

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*See p. 195.

I have placed a master's mate and three men on board as a prize crew, with orders to proceed to New York, sending two of her crew as witnesses, with duplicate orders, one copy to be handed to the judge of the U. S. district court, accompanied by a memorandum of the facts attending the capture.

I may state that the *Argonaut* has no register and no certificate of ownership.

I am, sir, very respectfully, your obedient servant,

JNO. S. CHAUNCEY,
Captain.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron, Hampton Roads.

[P. S.]—The colonel commanding at the fort having replied to my offer of assistance that he is not in immediate want of any supplies or protection to the garrison, I shall proceed to cruise off this point in compliance with your orders, as, from facts developed from the papers found on board the schooner lately captured at this place, implicating certain parties in Boston, there is reason to believe other vessels are bound hither on the same errand, and I shall be in a better position to overhaul them by keeping at sea and leaving them under the impression that the port is not strictly blockaded or in possession of the rebels, as was the case with the schooner lately captured, which ran boldly in toward the inlet.

Before I received your orders to cruise off Hatteras instead of Beaufort, I had directed Commander Parker, of the *Cambridge*, to remain off that point till further orders, or till my return, and to closely watch the two ships under English colors. Have you any orders in reference to the *Cambridge?* Her presence is very necessary off Beaufort to prevent the escape of the above vessels, in addition to the fact of Beaufort, in my opinion, being the destination of many vessels under English colors with supplies for the rebels, many of which from distant ports not being aware of the change of circumstances at Hatteras nor of the blockade of Beaufort.

The prize schooner laden with mahogany is hard and fast aground on the inner bar, and we have made several ineffectual attempts to get her off. To succeed in this we shall be obliged to lighten her by discharging a portion of the mahogany. This I can not undertake to do in the present threatening state of the weather, and not until my return from cruising off this point. In the meantime she is perfectly secure.

What disposition do you desire me to make of the captain and portions of the crews of the captured schooners *Louisa Agnes* and *Argonaut*, now on board this ship.

Very respectfully,

JNO. S. CHAUNCEY,
Captain.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the obstruction of the inlets of North Carolina by sinking vessels loaded with stone.

NAVY DEPARTMENT, *September 13, 1861.*

SIR: The Department informs you, in answer to your letter* of the 8th instant, in relation to Commander Stellwagen, that that officer will

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* See p. 186.

have no further connection with affairs in the vicinity referred to. The matter will be under your control.

I am, respectfully, your obedient servant,

G. V. Fox,
Acting Secretary.

Flag-Officer S. H. Stringham,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding affairs in the vicinity of Hatteras Inlet.

U. S. S. Pawnee,
Hatteras Inlet, September 13, 1861.

Sir: The *Baltimore* has had dispatch, and will sail in the morning, or as soon thereafter as the weather permits.

I have been busy securing the crafts inside for the approaching gale.

The hulk containing our provisions I shall run up the creek, and the other smaller crafts, to prevent them from drifting on me.

I have no news from the interior since my last. It is reported that the enemy have returned to Oregon Inlet and are pushing forward their fortifications on the northwest end of Roanoke [Island].

I am told 6 feet of water is had in the inlet, and schooners enter there.

I am told that a cargo of soft coal was to be towed by the *Baltimore*, but the tow leaked and was left. I hope, for the sake of our movements, that our vessels will be able to burn hard coal. The smoke of the soft coal can be seen from one end of the sound to the other.

I think Colonel Hawkins makes a mistake in allowing the oath-of-allegiance people to visit him.

There is a class of men north of them who obtain all the information they want in this way and carry it to the troops at Oregon Inlet.

The requisitions enclosed are submitted for your consideration.

I received a rifled (6-inch) cannon, which will enable me to keep "secesh" clear of the bulkhead, but I want more men to man it. If sailors are plenty we had better be overmanned than short-handed.

If you operate alongshore would it not be well to have the naval brigade under your command? They are mostly sailor men and would be serviceable.

I have the honor to be, very respectfully, your obedient servant,

S. C. Rowan,
Commander.

Flag-Officer S. H. Stringham,
Commanding Atlantic Squadron, U. S. Navy.

Attack on the U. S. vessels Savannah and Louisiana by the C. S. S. Patrick Henry (late Yorktown), near Newport News, Va., September 13, 1861.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.

U. S. S. Minnesota,
Hampton Roads, September 14, 1861.

Sir: I have the honor to inform the Department that we have now on board this ship a sailor, deserter from the rebel steamship *Yorktown.*

He says her armament consists of 2 10-inch pivot guns and 6 (3 of a side) broadside 32-pounders. Crew, 150 men, exclusive of officers.

He left the *Yorktown* day before yesterday and went on board the U. S. S[hip] *Savannah.*

Last night the *Yorktown* came down and fired at the *Savannah.* Her shot fell short. The *Savannah* promptly replied, her shot also falling short.

The railroad iron mentioned is only used to protect the engine. He says the steamer *Jamestown* is fitting out at Richmond in the same way the *Yorktown* has been.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Captain Hull, U. S. Navy, commanding U. S. ship Savannah.

U. S. SHIP SAVANNAH,
Off Newport News, September 13, 1861.

SIR: About 5 o'clock p. m. a steamer, supposed to be the *Patrick Henry,* formerly known as the *Yorktown,* came down the river to within about 3 miles of this ship, turned around, with her stern toward us, and fired her stern gun, the shot falling short. She backed farther down and fired several shots, and backing until she came within long range, so that her shot fell not very far short. We returned her fire with the rifle gun at first, and then with the bow and side guns, after getting out a kedge to wind the ship and afterwards a spring on the cable, on the port side, and veered the cable until the guns bore on her.

During the engagement several shots were fired from the rifle gun in the battery at Newport News; also several from the U. S. gunboat *Louisiana,* most of which, if not all, fell short.

The firing continued until near dark, when the steamer went up the river again. Our shot and shells all fell far short, as well as we could see.

After the second discharge of the rifle gun, the vent was found to be obstructed by the friction primer, the barrel of which remained in the touchhole, preventing the priming wire from reaching the cartridge, and causing the gun to hang fire, and it was with difficulty that the vent was cleared after the firing had ceased.

This morning a man was taken up in a canoe, coming down the river, and brought on board this ship. He proved to be a deserter from the *Patrick Henry,* and ran away in the night from the light-house. I suppose this was the cause of the visit of the *Patrick Henry* this evening, though she kept out of striking distance.

I am, very respectfully, your obedient servant,

J. B. HULL,
Captain.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana.

U. S. S. LOUISIANA,
Newport News, September 20, 1861.

FLAG-OFFICER: It seems proper in me, in view of the inaccurate reports relating to the attack of the rebel steamer *Yorktown* on, and

UNITED STATES SHIP SAVANNAH.
Drawn from photograph.

her repulsion by, the forces at this point, to relate the circumstances as they appeared to us.

About 4 p. m. of the 14th [13th] instant this vessel of the enemy approached from up the James River to within about 2½ miles of our anchorage and opened fire upon us from her pivot guns, which are of heavy caliber and long range. Her shot fell short, as also did the *Savannah's*.

We got underway in the *Louisiana* and took position out of the line of firing and much nearer the enemy, exchanged several shots, diverting the fire from the large ships. Several of her shells exploded near us, one plunging but a foot ahead of the cutwater, exploding when it reached the bottom in 9 fathoms.

The rifled cannon in the intrenched works, served, I believe, by General Phelps himself, succeeded in throwing shell quite to and over the enemy, exercising in all probability an influence beyond any chastisement our little 6-pounder could inflict, for although we struck her twice, once penetrating her quarter, damage was not apparent, as it was some time before she retired from the conflict.

The range of the rifled gun on board the *Savannah* was not good, owing I presume to the fact that it had been shifted from its own carriage, which admitted of a high elevation, to the pivot carriage.

The *Cumberland's* fire also fell very short, she having no rifled cannon.

A shot from an artillery battery, under Lieutenant Lodor, of the Army, which happened to be some 2 miles up the shore, and nearly abreast the *Yorktown*, also struck her.

I hope this complies with your request to furnish you with a report of the transaction.

The propriety of my application, which I some days ago sent in, for a "large rifled gun" begins to manifest itself.

I have the honor to be, very respectfully, your obedient servant,

A. MURRAY,
Lieutenant, Commanding.

Flag-Officer S. H. STRINGHAM,
Commanding Blockading Squadron, etc.

Additional report of Captain Hull, U. S. Navy, commanding U. S. ship Savannah.

U. S. SHIP SAVANNAH,
Hampton Roads, September 14, 1861.

SIR: I have to acknowledge the receipt of your letter of the 9th instant. As directed, the gunner has taken the impression of the orifice of the vent of the rifle gun. The impression showed the vent to be a little uneven, but was clear, and appeared in good order. I enclose herewith the gunner's report of the condition of the gun and ammunition when received on board, and also the piece of a boring bit, taken from the gun after clearing the vent.

On the 13th instant we had occasion to use the rifle gun, having been attacked by the rebel steamer *Patrick Henry*, and found, after the second discharge, that the vent was choked by the barrel of the friction primer remaining in, and preventing the priming wire from going to the cartridge, but by using a small wire we were able to prick the cartridge and fire the gun, though it held fire for a second or two. The vent was afterwards cleared by using the boring bit and punch.

I have received the letter from the Bureau of Ordnance, informing me that the rifle gun was not to be mounted on the pivot carriage, and

I inform the Bureau that I have remounted it on its own carriage, preparatory to removing it to the *Minnesota*, where Flag-Officer Stringham has ordered it to be sent.

I mounted it on the pivot carriage, as the only place where it could be used to advantage, there being no gun ports on the spar deck other than the places occupied by the pivot guns, and it could not be placed there without interfering with the free use of them.

I am, very respectfully, your obedient servant,

J. B. HULL,
Captain.

Captain A. A. HARWOOD,
Chief of the Bureau of Ordnance and Hydrography, Washington.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information from Halifax, Nova Scotia, regarding schooner Beverly.

NAVY DEPARTMENT, *September 13 1861.*

SIR: The following telegram was this morning received at this Department:

HALIFAX, NOVA SCOTIA, *September 13, 1861.*

SIR: The schooner *Beverly*, of Halifax, a British vessel purporting to be bound for the West Indies, sailed yesterday, the 11th, with general cargo. Actual destination, I have no doubt, is either Beaufort or Wilmington, N. C.

M. M. JACKSON,
U. S. Consul.

Hon. G. WELLES.

Very respectfully, etc.,

G. V. FOX,
Acting Secretary.

Flag-Officer S. H. STRINGHAM.

Order of the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.

NAVY DEPARTMENT, *September 14, 1861.*

SIR: If the *Roanoke* has not sailed transfer Acting Master Cavendy to command the *Gemsbok* and Captain Voorhees to the *Roanoke*, and you can then dispatch the *Gemsbok* on such service as your judgment may dictate.

Very respectfully,

G. V. FOX,
Acting Secretary.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, giving general instructions.

NAVY DEPARTMENT, *September 14, 1861.*

SIR: Your several communications without numbers have been received.

The Department regrets that the *Jamestown* was not provisioned from the *Minnesota* and sent immediately southward; also that the *Flag* was not kept at Newport News for repairs and the vessel lying there sent to the sound.

The confidential instructions of the 3d instant do not connect Commander Stellwagen with you.

The matter is left entirely to your skill to execute.

In view of the numerous vessels which it is said run the blockade in presence of our vessels, the Department would enquire if reports are regularly received by you from the commanders of the ships of the blockading squadron.

In the case of Commander Chandler the court of enquiry will not be ordered to interfere with the instructions of the 3d instant marked "confidential."

The public prints report that Ocracoke Inlet was abandoned immediately after the fall of Hatteras. If such is the case you require no troops for that place.

The auxiliary steamer *Young Rover* sailed from Boston on the 13th instant to join your squadron.

The *Sabine* has probably sailed from Portsmouth, N. H., also to join your squadron.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding evidence required in prize cases.

NAVY DEPARTMENT, *September 14, 1861.*

SIR: Herewith enclosed you will find a copy of a communication from Mr. E. D. Smith, U. S. district attorney of New York, respecting the evidence which is necessary in prize cases.

The Department directs that in all cases where captures are sent into port for adjudication in the prize court you will have these rules complied with.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

[Enclosure.]

NEW YORK, *September 12, 1861.*

SIR: Allow me to call your attention to certain features of the rules of the U. S. district court for this district relative to captures made by our naval officers at sea.

These rules make it incumbent on the captors [illegible] of the liver to the judge, or to the prize commissioners, all letters, papers, and documents found on board a vessel at the time of capture and to accompany those papers by an affidavit of the prize master who brings the prize into this

district verifying them as having been taken from such vessel; second, to produce to the prize commissioners, for examination as the only witnesses required or even allowed in the case, the master, mate, supercargo (if there be one), and two or more of the seamen attached to the captured vessel.

The failure to send such papers and witnesses may hazard the condemnation of the best prize afloat. In some cases which have come before us, not one of the officers or crews of the captured vessels has been sent in by the captors, and thus I have been left without available testimony on which to procure the forfeiture of the prize. Allow me to draw the attention of the Navy Department to these matters and to suggest that instructions from the Department to commanders of vessels would obviate this difficulty, in case you should think proper to give such instructions.

Very respectfully, your obedient servant,

E. DELAFIELD SMITH,
U. S. District Attorney.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, in view of the expected arrival of ex-U. S. diplomatic officials appointed from Southern States.

NAVY DEPARTMENT, *September 14, 1861.*

SIR: The enclosed copy of a letter from the Secretary of State is sent for your information and instruction, as therein requested.

The Department has information also that ex-Consul Scott will probably arrive in this country by a Baltimore vessel via the Chesapeake Bay, and that his arrival may be looked for hourly. The informant says his arrest can be best effected at the capes of the Chesapeake. If you can secure him, deal with him as with Meade.

Very respectfully, etc.,

G. V. FOX,
Acting Secretary.

Flag-Officer S. H. STRINGHAM.

[Enclosure.]

DEPARTMENT OF STATE,
Washington, September 13, 1861.

SIR: It is understood that R. K. Meade, late U. S. minister at Rio de Janeiro, has embarked for Baltimore on his return. As he was appointed from Virginia, however, he may attempt to land in some part of that State adjacent to Hampton Roads. I will consequently thank you to instruct the commander of the blockading squadron in that quarter to examine vessels from Rio de Janeiro to Baltimore, and if Mr. Meade should be found on board of one of them to secure his papers, arrest him, and take him to Fortress Monroe for further orders.

I am, sir, your obedient servant,

WM. H. SEWARD.

[illegible] papers, and docu[illegible]
[illegible] ers, to Dep[illegible]
[illegible]y of the Navy.

Letter from the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding steamer Bermuda and other blockade runners.

NAVY DEPARTMENT, *September 14, 1861.*

SIR: I enclose herewith for your information a copy of a dispatch, No. 33, forwarded to this Department by the Secretary of State, from the U. S. vice consul at Liverpool, in relation to the *Bermuda*, *Thomas Watson*, and *S. G. Owens*, which vessels it is supposed will attempt to evade the blockade of the Southern coast.

I also enclose a copy of a dispatch, No. 20, forwarded to this Department by the Secretary of State, from the U. S. consul at London, in regard to the steamer *Bermuda* and her cargo of arms and munitions and the continued purchase of arms and their shipment by agents of the insurgent States.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

[Enclosure.]

U. S. CONSULATE, *Liverpool, August 23, 1861.*

SIR: The *Bermuda* is reported in the Shipping Gazette to have sailed for Havana on the 19th.

The *Thomas Watson*, referred to in my No. 29, August 9, has been entered for Charleston and taken on board 350 tons fine salt in bags. It is the captain's intention to endeavor to run the blockade either at Charleston or Wilmington. Fraser, Trenholm & Co. are the shippers of the salt.

She has a black hull, bright lower masts, black mastheads, an eagle on her stern; has two whaleboats; is ship-rigged, but I am informed the captain intends altering the mizzenmast to resemble a bark after sailing.

The *S. G. Owens*, referred to in my Nos. 30 and 31, had a cargo of coal.

A. M. Nevins, of New Orleans, has bought the ship *Currituck*, of Baltimore, here, and is, I am informed, in treaty for other vessels, which he purposes loading with salt and trying to run the blockade.

From what I hear I have no doubt that many other vessels similarly laden which are clearing for the British provinces and other ports are intended for the South and purpose trying to run the blockade.

Very respectfully, I am, your obedient servant,

H. WILDING.

Hon. F. W. SEWARD,
Assistant Secretary of State.

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,
London, August 24, 1861.

SIR: In several dispatches addressed to the Department of State in June last, but more especially in No. 10, dated the 22d of that month, I gave the particulars in regard to a steamship, then building at Stockton, on the river Tees, and informed you that she had been purchased by Fraser, Trenholm & Co., of Liverpool, for Confederates living in Charleston, S. C. I immediately informed Mr. Wilding, acting consul

at Liverpool, as Liverpool is not half the distance that London is from Stockton.

I also informed Mr. Adams, U. S. minister, and Captain Walker, U. S. Navy, of what I had learned. Mr. Adams was kept constantly informed by Mr. Wilding and Mr. Davy, U. S. consul at Leeds, of her progress.

In consequence of her being out of and so far removed from my consular district, and the watch over her being intrusted to others, I have not given her that constant attention that I otherwise should.

The gentleman who gave me the information contained in my dispatch of the 9th instant says he made a mistake in telling me as he did that she was about ready to launch, and that he intended to say about ready for sea.

I make this statement of my being the first to discover the true character of the steamer *Bermuda* and my subsequent connection with her that you may not think me unmindful of my duty required of me here.

As you have been informed, the *Bermuda* sailed from Hartlepool, a port at the mouth of the Tees, on the 18th instant, heavily armed with rifled cannon and other implements of war. She has large quantities of powder, cartridges, rifles, and other munitions of war on board.

She is brig-rigged, but I can not say whether she is rigged in the square or brigantine style. She left Hartlepool under English colors and with not much above the usual number of men for such a craft, so far as known to us. With the intention of first getting in her cargo she may go direct to some Southern port or to Cuba, or she may call at some out of the way place, take on a full complement of men, change her name and colors, and be ready to commence her piratical work at once.

The Southern agents here have more funds at their control now than at any other time since I have been here. They are buying all the Enfield rifles they can get, and are sending them a few hundred at a time to the West Indies, and perhaps direct to unfrequented Southern ports. They bought this week of one of the largest gunmakers in London 10,000 Minié rifles, made in England after the French model in 1851 and 1852.

The English Government having substituted the Enfield for the Minié, sold what they had of the Minié, the above 10,000 being a part of them. The Southern agent who made the purchase offered very liberal terms for all the Enfield rifles the manufacturers could turn out during the coming six months, and to pay cash as fast as they can be delivered.

The offer will be accepted or refused on Monday next, and I shall be informed of the result.

The ship *Thomas Watson*, Captain Allen, a secession ship owned in Charleston, is now loading in Liverpool for Charleston.

Fraser, Trenholm & Co. are loading her, and I have reason to believe that cases of arms which have left this city this week are to be shipped by her. She is a sailing ship, and will be ready for sea next week, when I will communicate more fully in regard to her cargo.

The Confederates have many active agents here, and every week or two brings fresh arrivals. They all labor hard for the rebel cause, and by great activity and the grossest perversion of truth they infect many minds with their heresies.

I have the honor to be, very respectfully, your obedient servant,

F. H. MORSE,
Consul.

Hon. WM. H. SEWARD,
United States Secretary of State.

Order of the Acting Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, to facilitate communication of certain officers of the U. S. Navy with their families in the South.

NAVY DEPARTMENT, *September 14, 1861.*

SIR: This communication will be handed to you by Mr. James D. Wright, second assistant engineer in the Navy, and lately attached to the *Lancaster*, of the Pacific Squadron.

The family of Mr. Wright are residing somewhere in the vicinity of Norfolk; most probably at Smithfield.

He desires to communicate with them if possible, and to bring them North. He has, as he states, been requested to make enquiry respecting the families of other officers on board the *Lancaster*, viz, Gunner Sirian, Carpenter John O. Butler, and Sailmaker Stanford, and, if possible, bring them North should they desire it.

You will please adopt such a course as you may think most advisable for accomplishing the wishes of Mr. Wright and the officers named. You are authorized to send a flag of truce to Norfolk for the purpose of ascertaining what arrangements can be made in the matter.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

Flag-Officer S. H. STRINGHAM, or
THE SENIOR COMMANDING OFFICER PRESENT,
Hampton Roads, Virginia.

Letter from Commodore Dunlop, R. N., commanding H. B. M. S. Challenger, to Captain Mercer, U. S. Navy, commanding U. S. S. Wabash, making enquiry regarding the blockade.

H. B. M. S. CHALLENGER,
Off Charleston, September 14, 1861.

SIR: It having been reported to me by Commodore Lyons, of H. B. M. ship *Racer*, that during his progress along the coast from Cape Florida to Cape Fear he found only the ports of Savannah and Charleston under blockade by the United States squadron, I have the honor to notify the same to you, and I will feel much obliged by your informing me whether, subsequently to the *Racer's* being on that part of the coast of America in July last, any force has been stationed off the ports and inlets between Savannah and Cape Florida for the purpose of establishing the blockade of the same.

I avail myself of this opportunity of expressing the consideration with which I am, sir,

Your obedient servant,

HUGH DUNLOP,
Commodore, First Class.

Captain MERCER,
U. S. S. Wabash.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the movements of certain vessels of his command.

U. S. S. MINNESOTA,
Hampton Roads, September 15, 1861.

SIR: I have the honor to inform the Department of the arrival this morning of the U. S. s[hip] *St. Lawrence*, Captain H. Y. Purviance, and the *Dale*, Commander E. M. Yard, requiring provisions and water.

The U. S. s[hip] *Savannah*, Captain J. B. Hull, leaves to-morrow to blockade off Savannah.

Fleet-Captain A. Ludlow Case and Chief Engineer Charles H. Loring have gone to Baltimore to examine the steamer *Baltimore*, as ordered in letter from the Department dated September 11, 1861, enclosing descriptions of the steamer.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon GIDEON WELLES,
Secretary of Navy.

Letter from Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, suggesting cooperative movement to prevent the removal of guns from Beacon Island.

U. S. S. PAWNEE,
Hatteras Inlet, September 15, 1861.

SIR: I am credibly informed this morning that the steamboat *Winslow* is at Beacon Island taking off the guns.

I shall start the launch in the morning in tow of the tug *Fanny*, to prevent it and destroy the guns. I am told that some of the guns are mounted. If they are we shall be compelled to retire, as we are not armed for such resistance.

I would suggest that the presence of your ship (which the pilot informs me can get within 2½ miles of the island) would have a happy effect, as your pivot guns could make them uncomfortable.

The tug I send this by is at your service at daylight in the morning, provided she can pass Ocracoke bar, for the purpose of towing in your launches and boats.

There are from 18 to 20 guns at Roanoke Island and there are 4 guns at Portsmouth [N. C.]. The carriages of all the guns are burned. I am just informed that the rudderstock of the *Fanny* is too much broken to trust even in the sound without repair. I have directed the repairs to be made. The work being in iron, I fear we have not the means of welding so heavy a piece.

I regret, sir, that I can not do anything at present to prevent the enemy from taking away guns that may annoy us hereafter.

Very respectfully, etc.,

S. C. ROWAN,
Commander, U. S. Navy.

Captain J. S. CHAUNCEY,
Commanding U. S. S. Susquehanna.

Letter from Flag-Officer Stringham, U. S. Navy, to the Secretary of the Navy, requesting to be relieved from command of the Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 16, 1861.

SIR: I have the honor to acknowledge receipt of a letter* from the Department dated September 14, 1861.

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*See p. 210.

The tenor of this letter is of such character that I can not but construe it into disapprobation of my efforts to carry out the objects contemplated in the formation of the Atlantic Blockading Squadron, which you did me the honor to intrust to my command.

I have labored night and day with the vessels at my disposal to blockade the Southern coast and perform all other duty intrusted to me.

That I have not been satisfied with the vessels provided me for that service, either in character or number, I have been obliged to apprise the Department from time to time, as I considered it my duty to do.

After all my labors in behalf of my Government with the means provided me, it is truly unpleasant to be censured by newspaper editors and anonymous correspondents; but when received over the signature of my official superior I have but one recourse left me, which I respectfully though regrettingly ask, that I may be relieved from my present command and be permitted to serve my country in her hour of trial in a more humble and consequently less responsible position.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

General report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting reports of vessels boarded and captured by the U. S. ships Dale and St. Lawrence.

U. S. S. MINNESOTA,
Hampton Roads, September 16, 1861.

SIR: I have now twenty men on board this ship—from the stone schooners yet lying here—to enquire of me what they are to do, as their time has expired.

I am so entirely unacquainted with the terms upon which these vessels and the men have been purchased, hired, etc., that I must beg the Department will send Commander Stellwagen to this point to settle this matter.

My reason for sending the *Flag* to Washington for repairs was that in my judgment it would be the means of preparing her earliest to resume her station. As to her being repaired at Newport News, I consider it, with the means I have, impossible.

The vessel spoken of, which you suggest might have taken her place off Charleston, from the report made to me by her captain, I consider wholly unfit for Atlantic blockading.

The *Jamestown* was sent to New York because I could not repair her tanks here; one had burst, losing thereby a large quantity of water, and her captain anticipated the bursting of others. The vessel could at the same time be provisioned. Enclosed please find reports of *Dale, St. Lawrence, Daylight,* and *Pawnee.**

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

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* See p. 207.

[Enclosures.]

List of vessels boarded by the U. S. ship Dale during her cruise from the 11th of August to the 14th of September, 1861.

August 11.—Cape Henry bearing N. W. ½ N., distant 30 miles; English brig *C. Sherman*, from New York, bound for Tabasco, Mexico.

August 12.—Intercepted an American schooner with released prisoners on board from Hatteras Inlet. She was boarded by the U. S. S. *Union*, which had just then joined company; sent a boat on board the *Union;* bore away in company with her for the Gulf, off Cape Hatteras.

August 13.—Off Bodie's Island light-house boarded brig *Rosway Belle*, of Grand Turk, bound into Baltimore in distress for a new mainmast.

August 14.—Off Bodie's Island light-house spoke British war steamer *Gladiator*. At 4 p. m. passed her, steering N. N. W.

August 16.—In latitude 35° 30′, longitude 75° W., spoke brig *Ocean Wave*, from Havana for New York, in ballast.

August 18.—Off Kill Devil Hills [North Carolina] boarded the bark *Seneca*, from Montevideo for Baltimore.

August 19.—Off Currituck, boarded British bark *Queen of the Lake*, from Rio de Janeiro for Baltimore; reported that she had been ordered off the mouth of the Mississippi.

August 21.—Off Kill Devil Hills boarded British brig *Chesapeake*, from Baltimore for Demerara.

August 22.—Hove to and sent a boat to U. S. S. *Seminole*, bound to Hampton Roads with prize pilot boat.

August 23.—Spoke U. S. ship *Cumberland;* sent a boat aboard.

August 24.—Boarded schooner *Florida*, from Bahama Islands, bound to New York; also spoke bark *Camden*, of Boothbay, from Sagua la Grande, bound to New York. Off Bodie's Island light-house boarded schooner *Jamestown*, from Philadelphia for Key West, in distress. At 10:30 p. m. passed a lage ship on the opposite tack; cleared for action.

August 25.—Off Bodie's Island light-house boarded British schooner *Elvira*, from Philadelphia for Nassau, New Providence; was out of her reckoning. At the same time saw a side-wheel steamer under steam and sail; she showed French colors and proved to be a French man of-war; passed us about 2 miles distant.

August 27.—Showed our colors to an American man-of-war steamer.

August 29.—Spoke and sent a boat on board U. S. S. *Iroquois*, bound to Hampton Roads.

August 30.—Boarded schooner *William L. Montague*, from Pernambuco for Baltimore.

August 31.—At 6 a. m. showed our colors to a large man-of-war steamer standing to northward; received no answer. Spoke U. S. S. *Rhode Island*, Cape Hatteras bearing S. W. by W., distant 14 miles.

September 1.—Sent a boat on board U. S. S. *Susquehanna;* immediately afterwards boarded steamer *Columbia*, from New York, bound to Havana.

September 2.—In latitude 36° 03′, longitude 75° 13′ W., boarded schooner *Abby Bradford*, in charge of prize crew; also bark *Flying Cloud*, from Rio de Janeiro; discovered an English propeller sloop of war wearing a white English ensign; boarded schooner *Red Wing*, for Baltimore, and bark *Miranda*, from Rio de Janeiro.

September 8.—Boarded brig *Frances Jane*, bound to Puerto Rico. Twenty-five miles E. of Bodie's Island, bearing W., boarded British schooner *Revere*, from Halifax, bound to Key West.

September 9.—Spoke schooner *Frances Burdett*, from Sisal, bound to New York.

September 11.—At 9 p. m. discovered a large steamer, supposed to be the U. S. S. *Flag* from number. After passing around us she bore away to the northward.

September 14.—Spoke the Norwegian brig *Alert*, from Rio, bound to Baltimore; boarded the schooner *Velma* off Currituck, from Aspinwall, bound to Philadelphia; reported that she had left the U. S. brig *Bainbridge* at Aspinwall and was boarded by the U. S. S. *Richmond* off Cape San Antonio.

I am, very respectfully, your obedient servant,

EDWARD M. YARD,
Commander.

Flag-Officer SILAS H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

List of vessels boarded, spoken, and captured by U. S. ship St. Lawrence.

Name.	Where from.	Where bound.	Latitude.	Longitude.	Remarks.
			N.	*W.*	
British brig Herald.	Beaufort, N. C..	Liverpool.....	35° 25′	74° 32′	16th July, 1861, sent with prize crew to Hampton Roads, subject to decision of Flag-Officer S. H. Stringham.
French bark.....	Havana.....	Havre	34° 15′	72° 47′	19th July, spoken.
Schooner Mohawk..	Puerto Rico.....	New York	34° 12′	73° 12′	20th July, spoken.
Schooner Elizabeth and Jane.	Turk's Islands .	Holmes Hole.	34° 18′	72° 38′	21st July, spoken.
British war steamer Gladiator.	On a cruise	New York	33° 43′	74° 08′	24th July, spoken.
Privateer schooner Petrel.	Charleston, S. C.	First cruise ...	32° 30′	79° 09′	28th July, hoisted rebel flag and fired 3 shot. We opened forecastle battery, and after a few shot she went down. Prisoners rescued and sent north by steamer Flag.
Bark Arab.....	Navantes.....	Cork.....	34° 56′	76° 35′	12th September, boarded.
Brig Alert.....	Rio de Janeiro..	Baltimore	34° 56′	75° 25′	Do.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging Department's letters.

U. S. S. MINNESOTA,
Hampton Roads, September 16, 1861.

SIR: I have the honor to acknowledge receipt of letter from the Department, September 14, in reference to the *Gemsbok*, which has been complied with. She will sail immediately for Wilmington, N. C.

Also one of same date enclosing copy of communication from E. Delafield Smith, esq., U. S. district attorney, New York. This I have complied with, and will continue to instruct my officers to observe.

Also letter of same date enclosing copy of letter from honorable Secretary of State in reference to R. K. Meade and ex-Consul Scott. I have sent word to the officer blockading at the cape to look out for these persons.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Yard, U. S. Navy, commanding U. S. ship Dale, requesting additional guns for that vessel.

U. S. SHIP DALE,
Hampton Roads, September 16, 1861.

SIR: With the approbation of Flag-Officer Stringham, I have the honor to apply for two rifled guns of appropriate size, to be added to the battery of this ship. Her present armament, which consists of short 32-pounders, renders her, for the service upon which she is employed, very inefficient.

I have the honor to be, sir, respectfully, your obedient servant,

EDWARD M. YARD,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

SEPTEMBER 18 [1861].

In the distribution of rifle guns I have been anxious, as fast as they could be prepared, to place them to the best advantage for the service. To this end I have been careful to obtain the necessary information from the Department. The frequency of direct applications to the Department for alterations in ships' batteries induces me to remark that these applications should be addressed to the Bureau, and only to the Department in case of appeal.

Very respectfully submitted by your obedient servant,

ANDREW A. HARWOOD,
Chief of Bureau.

Letter from Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the expedition to Beacon Island, North Carolina.

U. S. S. PAWNEE,
Hatteras Inlet, Monday Morning, September 16, 1861.

SIR: The favorable appearance of the weather has decided [me] to send my cooperating force outside. I have accordingly directed the officer in command of my force to proceed in the *Fanny* direct for Ocracoke Bar with our launch in tow, and to remain outside subject to your order. I send the *Tempest* with directions to report to you. This tug I commend to your care as she draws 9½ feet water and can not return through the sound.

When you have fulfilled the object of the expedition will you be pleased to direct the *Fanny* and our launch to return to this ship through the sound, unless in your good discretion you consider the weather sufficiently smooth, and the hour of departure appropriate to reach this bar and cross it in safety with the launch in tow.

If the *Tempest* can not cross the bar, will you be pleased to send her back, and if you wish it, she could bring your prize schooner with her. The *Tempest* has about two days' coal on board.

I send all the sledges and chisels I have to break trunnions, etc., and shall, if possible, obtain from the fort a few round shot (32-pounder),

which might be used in firing one gun against the trunnions of the other. I hope you have experienced men to use the sledges.

Hoping the expedition may be entirely successful,

I am, very respectfully, your obedient servant,

[S. C. ROWAN,]
Commander, U. S. Navy.

Captain CHAUNCEY,
Commanding U. S. S. Susquehanna.

Letter from Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the expedition to Beacon Island, North Carolina.

U. S. S. PAWNEE,
Hatteras Inlet, September 16, 1861.

SIR: I made all arrangements last night to send our cooperating force outside, but the surf is so bad on the bar this morning that I am compelled to change back to the original plan of going down to Ocracoke through the sound.

I send the *Tempest* with directions to report to you. She has two or three days' coal, and water for the same time. I send my best pilot in the *Tempest* and hope she will be able to render good service. As this boat can not come back through the sound nor cross the bar when it is very rough, I fear you may have some trouble in taking care of her.

I will hoist No. 0 at the mizzen when the *Fanny* and launch leave the ship, and have directed them to meet your force and report to your commanding officer at Ocracoke. You will find them east of Beacon Island.

Very respectfully, your obedient servant,

[S. C. ROWAN,]
Commander, U. S. Navy.

Captain CHAUNCEY,
Commanding U. S. S. Susquehanna.

Destruction of Confederate fortifications on Beacon Island. Ocracoke Inlet, North Carolina, September 17, 1861.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting reports of officers.

U. S. S. MINNESOTA,
Hampton Roads, September 22, 1861.

SIR: I have the honor, in my last official communication as flag-officer of the Atlantic Blockading Squadron, and pleasure of informing the Department, from reports herewith forwarded, of Commander S. C. Rowan, that by aid of the small steamer *Fanny*, under command of Lieutenant James G. Maxwell, the property of the rebels at Ocracoke Inlet has been destroyed, and that point is ready for being closed up, as proposed by the Department, or being occupied as at Hatteras Inlet.

If I may be permitted to offer advice or suggestion, I would respectfully say, do with Ocracoke what has been done at Hatteras, occupy, hold, use, and possess.

If these points are valuable to rebels, they are only the more so under present circumstances to the Government.

I think 800 or 1,000 troops, with the assistance of the vessels, will be all-sufficient for this purpose.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

U. S. S. PAWNEE,
Hatteras Inlet, September 18, 1861.

SIR: On Saturday, the 14th instant, I gave a pass to one of the people on Hatteras Island to go to Ocracoke Inlet for the purpose of bringing his family from Portsmouth. I directed this person to examine the forts on Beacon Island and Portsmouth Island and bring me a true report of the condition of things, the number of guns mounted, if any, and the number dismounted, whether any troops were there, and whether the gun carriages had all been burned or not, and to report the result to me on his return.

On Sunday morning, the 15th instant, the boat came alongside, with the man and his wife and children in a destitute state; we gave them food, and the surgeon prescribed and furnished medicine for the sick of the family. The man reported that there are twenty guns in Fort Beacon and four 8-inch shell guns at Portsmouth; that the guns were spiked and the carriages burned on the 1st instant, as already reported to you. He also stated that a steamer came to Beacon Island before he left Portsmouth for the purpose of carrying off the guns. I immediately determined to use all the means at my command to prevent the removal of the guns, and forthwith got the steamer *Fanny* alongside to prepare for this service, and had the launch armed and equipped. I sent a request to Colonel Hawkins to give me as many of the naval brigade as could be spared, which he cheerfully complied with. When the *Fanny* was brought alongside, her iron rudder perch [post] was found so much injured that it would be impossible to send her without repairs; so the forge was gotten up, and the clink of hammers soon succeeded the voices of the crew in their responses to our usual Sunday morning service.

I dispatched the information to Captain Chauncey in the offing, who promptly informed me that he would send in four boats and all the marines. I sent him word that I would have great pleasure in cooperating with him as senior officer, and would send him the *Tempest* to tow his boats over Ocracoke Bar.

At daylight on Monday morning the *Fanny* was towed alongside and her rudder temporarily fitted. The naval brigade was taken on board with four days' provisions and water; the launch similarly provided for.

The expedition being carefully organized and provided with sledge hammers to break off the trunnions, and 32-pounder shot and twenty 7-pound cartridges to be used in firing one gun against the trunnion of another, left this ship at half past 7 o'clock; the launch commanded by Lieutenant Eastman in tow of the *Fanny;* the expedition under command of Lieutenant Maxwell, the executive officer of this ship.

I dispatched the tug *Tempest* to Captain Chauncey, she drawing too much water to enter the sound. At 10 o'clock the *Susquehanna* and tug started for the inlet. On the evening of the same day the tug and

Susquehanna returned and anchored off Fort Clark. The tug came in next morning, and the pilot informed me that the force from the *Susquehanna* did not enter Ocracoke in consequence of the surf.

On the afternoon of the 17th instant I felt much anxiety for our expedition.

The *Susquehanna* remained at anchor in the offing and our force was left to take care of itself.

Early this morning the lookout at the masthead gave us the gratifying intelligence that our expedition was in sight, and it reached the ship about 11 o'clock.

Lieutenants Maxwell and Eastman performed the service with ability and energy and bore [have] my thanks.

The destruction of the fort is complete, and twenty-two guns disabled; these are all the guns that were there, with the exception of two taken off in the steamboat *Albemarle* on Sunday.

The destruction of the guns was with me a necessity. I had no means of transporting them nor defending them in their position. I therefore hope my course will meet your approval.

I enclose a copy of Lieutenant Maxwell's report, giving all the details of this important service, which was performed without an accident of any kind.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commander.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Squadron.

[Subenclosure.]

U. S. S. PAWNEE,
Hatteras Inlet, September 18, 1861.

SIR: I have to report that, in compliance with your orders of the 16th, I started for Ocracoke on that day in the steamer *Fanny*, towing the *Pawnee's* launch. Lieutenant Eastman had charge of the latter, with 22 men and 6 marines from the ship, the 12-pounder howitzer, and I had on board 6 men and 61 soldiers of the naval brigade under Lieutenants Tillotson and Rowe.

We arrived within 2 miles of the fort on Beacon Island at 11 a. m., when the *Fanny* grounded. I sent Lieutenant Eastman in the launch to sound for the channel. While he was so occupied, a sailboat with two men put off from Portsmouth to cross the sound. A shot from the *Fanny* brought them alongside, and they piloted us to within a hundred yards of the fort. It is called Fort Ocracoke, and is situated on the seaward face of Beacon Island; it was entirely deserted. It is octagonal in shape, contains four shell rooms about 25 feet square, and in the center a large bombproof of 100 feet square, with the magazine within it. Directly above the magazine on each side were four large tanks containing water.

The fort has been constructed with great care of sand barrace, covered with earth and turf. The inner framing of the bombproof was built of heavy pine timbers. There were platforms for twenty guns which had been partially destroyed by fire. The gun carriages had been all burned. There were 18 guns in the fort, viz, 4 8-inch shell guns and 14 long 32-pounders.

The steamer *Albemarle* left on Sunday afternoon, carrying off two guns. I found 150 barrels also, many of them filled with water; there being no water in the fort, they had brought it from Washington and New Berne.

I landed the men at 1:30 o'clock and commenced breaking off the trunnions of the guns.

While a portion of our men and naval brigade were so employed, I sent Lieutenant Eastman in the launch to Portsmouth, where he found three 8-inch navy shell guns lying on the beach and one mounted on a carriage. They had all been spiked. There was no battery erected there, although we were informed that one would have been built but for our coming.

There had been a camp at Portsmouth called Camp Washington, but a portion of the troops were sent to Fort Hatteras when it was attacked on August 28, and the remainder retired to the mainland.

Portsmouth, which formerly contained 450 inhabitants, was nearly deserted, but the people are expected to return. Those remaining seem to be Union men, and expressed satisfaction at our coming.

Lieutenant Eastman assured them that they would not be molested by the Government and that they might return to their usual occupation. There are no entrenchments nor guns at Ocracoke. The fishermen and pilots who fled after our attack have generally returned. I tried to destroy the guns by breaking the trunnions off with sledges and by dropping solid shot upon them from an elevation, with little success. I then fired solid shot from a 64-pounder at them, and in this manner disabled them.

Lieutenant Eastman disabled the guns at Portsmouth by breaking off the cascabels and leaving them in the salt water on the beach. After destroying the guns I collected all the lumber, barrace, and wheelbarrows and placed them in and about the bombproof, set fire to the pile and entirely destroyed it. A light-ship, which had been used as a storeship, and which was run upon the shore some distance from the fort, with the intention of subsequently towing off and arming, I also set fire to. At 6:30 this morning I started on our return. We met with no detention and arrived safely with all hands at 11:30 a. m. I am happy to report that the conduct of our men and the naval brigade was excellent Lieutenant Eastman, and Lieutenants Tillotson and Rowe of the naval brigade, rendered me most efficient assistance.

I am, respectfully, your obedient servant,

J. G. MAXWELL,
Lieutenant, U. S. Navy.

Commander S. C. ROWAN,
U. S. S. Pawnee.

Report of Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna.

U. S. S. SUSQUEHANNA,
Off Hatteras Inlet, September 19, 1861.

SIR: Commander Rowan having received information that the rebels at Ocracoke were attempting to carry off the guns mounted on the fort at Beacon Island and at Portsmouth, an expedition was immediately prepared, consisting of the steamer *Fanny* and the launch of the *Pawnee*, to go through the sound, while this ship should proceed to the nearest point off Ocracoke, with her boats fully prepared and armed, to support the party from the *Pawnee*. On Monday morning, the 16th instant, we were off the bar at Ocracoke, with the tug *Tempest* and a pilot for the purpose of taking in my boats, 2 launches, 2 cutters with 2 howitzers, and 26 marines.

In consequence of the late northerly and easterly winds, we found the bar utterly impassable, the surf breaking over the entire channel;

consequently my boats were unable to enter, much to my regret. The launch from the *Fanny* landed at the fort at Beacon Island, hoisted the American flag, destroyed 1 8-inch 63-hundredweight and 13 32-pounders of 33 hundredweight, also the fort itself. They also destroyed 4 32-pounders of 27 hundredweight at the town of Portsmouth. No resistance was offered, as I understand, as the place has been comparatively deserted.

The light-boat inside, with a quantity of stores on board, was burned.

The expedition returned in safety on Wednesday, the 18th instant.

It is rumored that there are 10,000 men at Beaufort, busily fortifying the place, being apprehensive of an attack.

One of the ships lying inside at Beaufort is reported to be the *Alliance*, now hailing from Liverpool, but believed to be owned in Charleston, S. C. She was laden with railroad iron, but believed to have arms beneath the iron rails, which, when last heard from, through a letter from the U. S. consul at St. John, was in that port, suspected of an intention to run the blockade, in which it appears she has succeeded. She is probably now loading with cotton for Europe. She had been ordered off from Charleston some time previously by the blockading squadron.

I am, sir, very respectfully, your obedient servant,

JNO. S. CHAUNCEY,
Captain.

Flag-Officer SILAS H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Letter of commendation from the Secretary of the Navy to Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee.

NAVY DEPARTMENT, *September 25, 1861.*

SIR: Flag-Officer Stringham has forwarded to me your report dated the 18th instant, and enclosures, relative to the expedition dispatched by you to Ocracoke.

The Department is happy to express its appreciation and approval of your proceedings, and of the conduct of the officers and men engaged in the expedition, who seem to have executed promptly and efficiently the duty assigned them.

Your communication* of the 20th instant, respecting the Neuse River, and other matters, has also been received and read with interest.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander S. C. ROWAN,
Commanding U. S. S. Pawnee, Hatteras Inlet.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging receipt of reports and commending the action of the officers of his command.

NAVY DEPARTMENT, *September 17, 1861.*

SIR: I have received your letters of the 12th and 13th instant, No. 173, enclosing reports† of Commander Charles Green and Commander

* See p. 240.

† See pp. 57, 152, 166, 197–199.

S. C. Rowan, respectively. The proceedings of those officers receive the commendation and approval of the Department. The papers found on board the *Susan Jane* and sent by you to the Department have been transmitted to the district attorney at Philadelphia, at which port the vessel arrived.

Your dispatches numbered as follows, and requiring no special answer, have been received, viz, Nos. 172, 174, 177, and 180.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding affairs of his squadron.

U. S. S. MINNESOTA,
Hampton Roads, September 17, 1861.

SIR: I wish most respectfully to inform the Department that in ordering the *Flag* to Washington for repairs, and the *Jamestown* to New York, it was far from my desire or intention to assume any authority. I was only governed by an earnest desire to expedite matters, knowing full well our limited means for repairing at this point.

In future I shall await patiently advices from the Department.

I am happy to inform you, from a report* of Lieutenant Commanding A. Murray, of the U. S. S. *Louisiana*, that at the time the *Yorktown* came down and opened fire his vessel was within range of the rebel steamer, and that he struck her with rifled shot twice, one penetrating her quarter, the other striking the iron plating.

The cause of my keeping vessels at Newport News is fear of an attack by the rebels. They have two steamers up the James River which they are very anxious to get down.

One I understand is leaking, and will no doubt make a bold push for Norfolk, where they can dock her.

I have the honor to inform the Department that the *Savannah* sailed to-day to blockade off Savannah.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron

Hon. GIDEON WELLES,
Secretary of Navy.

[Telegram.]

NAVY DEPARTMENT, *September 17, 1861.*

Detain *Congress* at Hampton Roads until further orders.

GIDEON WELLES,
Secretary of the Navy.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Squadron, Hampton Roads.
Care of M. N. Falls, Baltimore.

Mr. Falls will forward to Flag-Officer Stringham by boat this evening.

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* See p. 208.

General report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron.

U. S. S. MINNESOTA,
Hampton Roads, September 18, 1861.

SIR: I have the honor to inform the Department that the *Flag* has arrived.

I shall repair her as soon as possible. I have no timber in the squadron such as she requires, but I hope to find it at the fort.

The Army has just applied to me for two of the stone schooners to carry to Hatteras; can I comply with their request?

I have received the letter of the Department in reference to the late collision of the *Flag* and *Susquehanna*, and have called upon Captain Chauncey and Commander Sartori to make a full report, which I will forward when received.

The *Gemsbok* went to sea last night; her station will be off Wilmington.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding suspicious vessels.

NAVY DEPARTMENT, *September 18, 1861.*

SIR: I enclose herewith for your information a copy of a dispatch, dated the 7th instant, from the U. S. consul at Halifax, forwarded to this Department by the Secretary of State, and copy of one addressed directly to this Department by the same consul, on the same date, respecting the schooners *Adelaide* and *Argyle*, under suspicious circumstances.

I also enclose copy of a dispatch, No. 46, dated August 6, 1861, forwarded to this Department by the Secretary of State, from the U. S. commercial agent at Cape Haitien, in relation to the arrival of a privateer at Puerto Rico, and also copy of a dispatch, No. 101, and enclosures, dated August 27, forwarded to this Department by the honorable Secretary of State, from the U. S. consul at Turk's Islands, in relation to the schooner *Harriet* [*P.*] *Ryan*, Nixon, master, who has violated the blockade on the North Carolina coast.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosures.]

U. S. CONSULATE OFFICE,
Halifax [*Nova Scotia*], *September 7, 1861.*

SIR: I deem it my duty to call your attention to two topsail schooners, called the *Argyle* and *Adelaide*, now lying in the harbor of Halifax, ready for sea, and which are expected to sail next week.

They have taken out British registers, sail under British colors, and purport to be bound for the West Indies.

They are each loaded with a general cargo.

They are American-built schooners, and commanded by American captains, who are perfectly familiar with the North Carolina and other Southern coasts.

I have good reasons to believe that their actual destination is Wilmington, N. C., and that they intend to make an attempt to enter that port in violation of our blockade.

I am, sir, very respectfully, your obedient servant,

M. M. JACKSON,
Consul.

Hon. GIDEON WELLES,
Secretary of the Navy.

COMMERCIAL AGENCY OF THE
UNITED STATES OF AMERICA,
City of Cape Haitien, August 6, 1861.

SIR: I have the honor of informing you that I have received information, by business letters received here the 3d instant from St. Thomas, that on the 28th July a privateer of the Southern Confederacy, a large ship of twenty guns, arrived at Puerto Rico; that she had been ordered off by the authorities and had left the same day.

This information is direct, and from a mercantile house in St. Thomas in whom I put full credit. The size of the ship may be exaggerated, but the basis of the report is evidently well founded.

Public opinion in this quarter is universal that a ship of that class could have been fitted out only in Europe.

I have the honor to be, very respectfully, your obedient servant,

G. EUSTIS HUBBARD.

Hon. WM. H. SEWARD,
Secretary of State, Washington.

CONSULATE OF THE UNITED STATES OF AMERICA,
Turk's Islands, August 27, 1861.

SIR: I have the honor to enclose herewith:

1. A copy of an order from the U. S. consular agent at Salt Cay to Captain Nixon, of the schooner *Harriet* [*P.*] *Ryan*, of Plymouth, N. C., directing him to proceed with his vessel, crew, and papers to this office in order to explain an irregularity in his crew list.

2. A copy of a full statement of the facts and particulars of the case.

The *Harriet* [*P.*] *Ryan* arrived at Salt Cay from Antigua, West Indies.

She entered the port bearing the American flag. The captain went to the custom-house, and, after transacting his business there, called at the consular agency and deposited his papers. The consular agent on examination found the register to be in order—that is, a United States register—and the crew list appeared to be of the United States. But, inspecting closely, he found the word "United" stricken out and "Confederate" inserted. He at once sent for the captain, who came, and, on hearing the fact, expressed great surprise, could not explain—all other places had passed his papers—and he made great protestations of his love for the Union.

Agreeably to my instructions to the consular agents, issued June 3, 1861, a copy of which was transmitted to the honorable the Secretary of State with my dispatch, No. 57, of June 4, 1861, the consular agent at Salt Cay very properly refused to grant a clearance. He also ordered the captain to this port, committing to the captain's care a sealed dispatch to be delivered to the consul.

At the custom-house at Salt Cay the captain cleared for New York. He received no clearance from the consular agency.

Captain Nixon did not enter this port and has failed to appear at this consulate.

I have been informed that, in addition to boasting of having passed the blockade twice, Captain Nixon says that Plymouth, N. C., is such a small place that not much attention will be given to it in the blockade and therefore he will take the risk.

I shall hope to hear that a vessel thus abusing the national flag is stopped on her voyage and dealt with according to the justice demanded by the circumstances of the case, and that conduct so worthy of condemnation meets its merited punishment.

I am, sir, very respectfully, your obedient servant,

ANDREW G. CAROTHERS,
U. S. Consul.

Hon. WM. H. SEWARD,
Secretary of State, Washington, D. C.

[Subenclosures.]

CONSULAR AGENCY OF THE UNITED STATES OF AMERICA,
Salt Cay, Turk's Islands, August 22, 1861.

SIR: You are hereby directed to proceed with your vessel, crew, and papers to the U. S. consulate at Grand Turk, Turk's Islands, and there give any information before the U. S. consul for the said islands relative to an irregularity apparent in your crew list, a document now in this office.

In giving this order I am carrying out instructions issued from the consular department at these islands on the 3d June, 1861.

Your obedient servant,

C. P. STAMERS,
U. S. Consular Agent.

WM. NIXON,
Master of the American Schooner Harriet [P.] Ryan,
of Plymouth, N. C.

—

CONSULAR AGENCY OF THE UNITED STATES OF AMERICA,
Salt Cay, Turk's Islands, August 22, 1861.

SIR: I have the honor to inform you that I have this day issued an order for William Nixon, master of the American schooner *Harriet [P.] Ryan*, of Plymouth, N. C., to proceed with his vessel, crew, and papers to Grand Turk, Turk's Islands, and appear before you, the U. S. consul for the said islands, and give information relative to an irregularity apparent in his crew list.

I trust Captain Nixon will not fail in his attention to my order this day issued.

I have further to inform you that in conversation with Captain Nixon, on the morning of the 21st instant, I asked him where he was bound;

to which question Captain Nixon replied, "I am bound to Plymouth, N. C." I would not give him a clearance for a port south of Baltimore, and such were my instructions, etc.

Captain Nixon then replied that it did not matter for what port a vessel cleared, and he should now clear for a Northern port. I then asked him whether (notwithstanding he should clear for some port North) he did not intend to go to Plymouth, N. C. To which he replied, "Yes."

I do not give this information with a view to injure Captain Nixon, but as a matter of official duty. The information may be material, or it may not be.

I am, respectfully, your obedient servant,

C. P. STAMERS,
U. S. Consular Agent.

ANDREW G. CAROTHERS, Esq.
U. S. Consul, Grand Turk.

CONSULAR AGENCY OF THE UNITED STATES OF AMERICA,
Salt Cay, Turk's Islands, August 26, 1861.

SIR: I have the honor to enclose you herewith copy of an order issued by me for William Nixon, master of the American schooner *Harriet* [*P.*] *Ryan*, of Plymouth, N. C., to appear before you, the U. S. consul for these islands, for reasons stated in said order.

I also enclose copy of my dispatch of 22d instant, forwarded by Captain Nixon, which he promised to hand you on his arrival at the U. S. consulate.

I shall now proceed to give some further information relative to the vessel above named:

The American schooner *Harriet* [*P.*] *Ryan*, of Plymouth, N. C., of the burden of 90 tons or thereabouts, William Nixon, master, arrived here on the morning of the 21st from Antigua, West Indies. The captain on coming into this port hoisted the flag of the United States of America. In due time Captain Nixon called at my office and deposited his register and crew list, for which I handed him a receipt. During the day I examined his papers and found an alteration had been made in his crew list. The document was in accordance with printed forms used by the United States; but in that part of the declaration which the master signs declaring "the within-named persons are citizens of the United States of America," the word "United" was stricken out, or run through with a pen and ink, and the word "Confederate" written above, making it read thus: "The within-named persons are citizens of the Confederate States of America."

The crew list was duly signed by Captain Nixon and made out under the authority of the collector of the port of Plymouth, N. C., by whose authority said vessel must have left said port.

As soon as I noticed the alteration in the crew list I sent a communication to Captain Nixon, requesting him to call and give some explanation relative to one of his papers left at this consulate, to which request Captain Nixon gave his prompt attention. I first asked Captain Nixon whether he was aware of any erasure or alteration in his crew list. He said he was not. I then handed him the crew list, pointing out the alteration which had been made. He seemed much surprised, said he had signed the crew list as it was given him by the collector at Plymouth, N. C., and again asserted that he was not before aware of any erasure or alteration.

Captain Nixon then went on to declare his loyalty to the United States of America; that he was a Union man and always should be. I then told Captain Nixon my instructions just now were very strict as to my examining into the correctness of all ships' papers. I further showed him my instructions, to which I refer in my order, and stated that I should, when his vessel was loaded, order him to the U. S. consulate at Grand Turk, Turk's Islands, for your decision. I then pointed out to Captain Nixon the advantage he would derive by calling at the U. S. consulate and have the matter in question thoroughly examined by the consul, which examination may result in clearing him of all blame and from any future trouble. Captain Nixon then left, appearing perfectly satisfied with the decision I had come to.

On the 22d instant Captain Nixon called again at my office, handed me his clearance from the customs at this port, wherein was stated that the vessel had on board 2,364 bushels of salt and some sugar and molasses, which had been entered on her arrival as for exportation; his clearance also stated that said schooner *Harriet* [*P.*] *Ryan* was bound to New York. Captain Nixon having paid his legal tonnage fee, I handed him his register and crew list, with an order in writing, under the seal of this consular agency, for him to proceed with his vessel, etc., to the U. S. consulate at Grand Turk, Turk's Islands, for the purposes before stated. I at the same time gave Captain Nixon a dispatch for you, under seal, already referred to. The captain then left my office, having thanked me for my advice and assistance since his arrival in this port.

I further have to state that I am aware that Captain Nixon has on two occasions run the blockade of the port of Plymouth, N. C. Captain Nixon, of the schooner *Harriet* [*P.*] *Ryan*, was at this port some two months ago; did not stop long enough to make any entry at this consulate, but left very shortly after arriving for (as I understood) Plymouth, N. C. While here this voyage I put the question to him whether he succeeded in getting into Plymouth on his last voyage. He said he did. Thus, by his own words, he ran the blockade on his last voyage; he ran it again in getting out of Plymouth, and, as you will observe by my dispatch of the 22d instant, that, by his own admission, he intends to endeavor to run the blockade again this voyage by going into the port of Plymouth, N. C.

I hope, in my endeavor to give a plain statement of facts connected with the schooner *Harriet* [*P.*] *Ryan*, that I have made the case as clear as you could desire, and that it may be the means of your so representing the matter to your Government as to have the result of checking the practices of those masters of American vessels who take every opportunity of violating the laws of the United States of America.

I am, sir, very respectfully, your obedient servant,

C. P. STAMERS,
U. S. Consular Agent.

ANDREW G. CAROTHERS, Esq.,
U. S. Consul, Turk's Islands.

Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, accepting his resignation of the command.

Confidential.] NAVY DEPARTMENT, *September 18, 1861.*

SIR: Your letter of the 16th instant, tendering your resignation of the command of the squadron intrusted to you, is received. I regret

there should have been any circumstances to wound your sensibilities or interrupt those kind feelings that have uniformly prevailed between yourself and the Department.

If, under the excited and urgent appeals and complaints that have been made that the blockade was not enforced with all the vigilance that was expected, the Department has permitted itself to be unduly stimulated to press upon you the necessity of unceasing activity, something must be pardoned to its zealous desire to call out the earnest energies of the naval service. The cause and the occasion demand this, and you will, I am confident, appreciate the motive and the object, even if carried to excess.

At the time your letter was received the Department had under consideration a subdivision of the Atlantic Blockading Squadron. The force has been so greatly augmented, the coast is so extensive, the harbors and inlets so numerous and complicated, that no one mind seemed adequate to give the necessary supervision requisite for this important service.

Yet to have reduced your command might have seemed invidious, and the Department is not unwilling to be relieved of embarrassment by your voluntary relinquishment of a very onerous service, and consequently accepts your resignation.

In taking leave of you as flag-officer, first called into service at a most critical period of our history, and invested with authority to interdict commercial intercourse with an important part of the country until the laws could be executed, I deem it a duty, as it is a pleasure, to express my high appreciation of your patriotism and zeal in the cause of the country which you have so long honored and served. I may congratulate you also that you did not relinquish your command until after the late successful achievement at Hatteras, where you acquired such distinguished renown.

Accept assurances of my personal and official respect and regard, and believe me,

Very truly, your friend,

GIDEON WELLES.

Captain S. H. STRINGHAM, U. S. Navy,
Hampton Roads, Virginia.

Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, to transfer the command of the Atlantic Blockading Squadron to Captain L. M. Goldsborough, U. S. Navy.

NAVY DEPARTMENT, *September 18, 1861.*

SIR: You will transfer all papers, instructions, etc., pertaining to the Atlantic Blockading Squadron to your successor, Captain L. M. Goldsborough, and you will regard yourself as detached from the command of that squadron.

After completing the transfer a leave of absence is granted to you for three months from that date, and upon its expiration you will report to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, to assume command of the Atlantic Blockading Squadron.

NAVY DEPARTMENT, *September 18, 1861.*

SIR: You are hereby appointed to command the Atlantic Blockading Squadron, and Flag-Officer Stringham has been directed to transfer to you all papers, instructions, etc., pertaining to the command, which you will proceed to execute with other orders from the Department.

You will hoist your flag on board any of the vessels of the squadron which you may select, with the exception of the steam frigate *Wabash.*

I am, respectfully,

GIDEON WELLES,
[*Secretary of the Navy.*]

Flag-Officer L. M. GOLDSBOROUGH,
Appointed to Command Atlantic Blockading Squadron,
Hampton Roads, Virginia.

Instructions of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, appointed to command Atlantic Blockading Squadron.

Confidential.] NAVY DEPARTMENT, *September 18, 1861.*

SIR: The conspiracy against the Government and the Union is of so formidable a character and has been so long persisted in that more vigorous and energetic action must be taken for its suppression. It is essentially necessary that the Navy should at this time put forth all its strength and demonstrate to the country and to foreign powers its usefulness and capability in protecting and supporting the Government and the Union. There must be no commercial intercourse with the ports that are in insurrection, and our Navy must, by its power, energy, and activity, enforce the views of the President and the Government on this subject. Privateers to depredate on our commerce and rob our countrymen pursuing their peaceful avocations must not be permitted. As an important part of our operations, there are also to be demonstrations at points upon the coast that will hereafter be indicated, in the prosecution of the policy adopted to quell the insurrection.

So far as practicable, in the time and with the means and material that could be made available, the Department has provided the vessels and the forces requisite to carry into effect the policy of the Government, and [upon] the ability of our naval officers and their proper selection for and adaptation to the duties committed to them, depends the faithful and successful execution of the great work of enforcing national supremacy and maintaining our laws and our rights on our extended maritime frontier.

In view of the great responsibility that devolves on our flag-officers in this emergency, the necessity of constant supervision and attention, and the important movements projected, it is advisable there should be a subdivision of the squadron on the Atlantic coast. It is also indispensable that the Department should avail itself of the best talents in the service, and no navy in the world has better, provided an opportunity is afforded for its development.

Rank has its merits and claims, is always to be respected, and in peaceable times may be recognized and regarded; but when difficulties like the present are impending, the Department can not permit its action to be restricted and the welfare of the country endangered by this consideration merely.

I have made these general preliminary observations that you may be possessed of the policy of the Department and the Government in carrying forward hostilities to the final consummation of the great work before us.

The division of the Atlantic Squadron would probably have involved the retirement of Flag-Officer Stringham; but that gentleman having tendered his resignation in advance of the consummation of the proposed arrangement, you will proceed forthwith to relieve him and carry into effect the orders which he will deliver to you.

Your ultimate command will embrace the waters of North Carolina and Virginia, exclusive of the Potomac; but until the arrival of Captain Du Pont, who has been designated for the southern division, you will assume the command and direct the movements of the entire squadron to Cape Florida.

It is the especial wish of the Department that the preparations made at no inconsiderable labor and expense for the obstruction of the inlets on the North Carolina coast, neglected since the capture of Hatteras, which was but a part of the original expedition, should be executed with as little delay as possible.

In the instructions* of the 3d of September directions are given not to sink vessels in Ocracoke Inlet, but on further advisement it is deemed necessary that it should be done on the inner bulkhead.

Leaves of absence to the officers arriving at Hampton Roads can not be granted, except in cases of sickness. Whatever force you consider necessary to prevent the egress of the armed steamers of the rebels from James River you can keep in Hampton Roads; but you will notify General Wool that blockading is your principal duty, and you will govern yourself accordingly.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Appointed to Command Atlantic Blockading Squadron,
Hampton Roads, Virginia.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, ordered to command Atlantic Blockading Squadron, regarding additional vessels for his squadron.

NAVY DEPARTMENT, *September 18, 1861.*

SIR: The steamers *Stars and Stripes* and *E. B. Hale*, from New York, and the tugs *General Putnam* and *Ceres*, from the Potomac, have been ordered to join your squadron.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron.

Report of Commander Stellwagen, U. S. Navy, forwarding information regarding plans of disaffected citizens of the eastern shore of Virginia.

PHILADELPHIA, *September 18, 1861.*

SIR: I have been waited on by a gentleman, John Caulk, who has been driven from the eastern shore of Virginia by threats, violence,

* See p. 162.

and attempts at assassination against him by the secessionists. From my knowledge of several of the persons named I am disposed to give credit to the statement. He says they are arming and drilling, and boast that from their knowledge of the country they can bid defiance to an army of 5,000 men. A sudden dash upon them, securing the ringleaders and the arms secreted, would obtain the cooperation of the Union men, many of whom reside between Horntown and Drummondtown, and would destroy the rebellion.

Island of Chincoteague I know is loyal; R. Mason is a bad man.

At Horntown, John Holland, formerly tavern keeper, is a constable and police officer, and was ringleader in putting out Chincoteague light, assisted by Dr. Parker, ex-Postmaster Matthews, Dr. Wallach, and others. They should be made examples of.

The police mentioned are appointed to act against the Union men and persecute them in all ways.

The loyal men named in list can be depended on if protected.

There is a great deal of smuggling into the sound by boats, etc., and thence across near Snow Hill and elsewhere to the creeks and inlets from the Chesapeake, and put into boats for sending across that bay.

A gunboat in Chincoteague Inlet would prevent smuggling, prevent violent incursions into that island and Assateague, and secure the lighting of the light-house. The storeship *Relief* and a large merchant ship were near getting lost there lately. This light is of great importance and the shoals very dangerous.

Please put this in the way of being acted on speedily.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

G. WELLES, Esq.,
Secretary Navy, Washington.

[Endorsement.]

See Commander Stellwagen. Can not an expedition be got up for the eastern-shore counties?

W.

[Enclosure.]

List of disaffected persons on the eastern shore of Virginia.

John S. D. Holland, innkeeper, Horntown.

D. Taylor, police at Chincoteague P. O., Six Mile and Horntown.

Collomore Taylor, Jenkins' Bridge; he and Holland very violent; both constables.

William Cropper, below Horntown; police.

John Allen, below Horntown.

Randall Mason, on Chincoteague; very active in giving information to secessionists.

Fred. Lewis, on Chincoteague; very violent.

Joshua Hudson, on Chincoteague; very violent.

Joseph Haulston (captain), on Chincoteague; very violent.

Henry Hopkins and Peter Mason, Horntown; very violent.

John Henderson, assessor, near Horntown; very violent.

Becas Bauman, a German; very violent.

George Palmature, at New Church; coachmaker.

Fletcher family—Spencer F., captain of company; James F., ex-magistrate; Thomas F., and others.

William Bird, captain of company at New Church.

The sheriff and deputy at Accomac.
Lawyers: Bell, Wise, Johnson & Co., at Drummondtown; violent.
John E. Wise, ex-sheriff; violent.
John Blackiston; violent.
The (brothers) William Vattinghams, Eastville.
Dr. Bagnell and Miles Fisher, attorneys, Eastville.
Tully Wise, tavern keeper; brother to Henry A. Wise.
Crasswell, near Jenkins' Bridge; guns have been smuggled over the bay by him, and [he] is still running arms and mails.
Hitch also smuggled arms, and Ambrose Taylor also.
Loyal men: Dr. Watson, Jno. Gillespie, E. Taylor, near Assawoman Inlet.
William H. P. Custis; prominent.
Massey, a blacksmith; Judge Pitts, forced to leave. These persons reside near Drummondtown.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, giving the stations of the vessels of his command.

U. S. S. MINNESOTA,
Hampton Roads, September 19, 1861.

SIR: I have the honor to report the names and present positions of vessels comprising the Atlantic Blockading Squadron:

Savannah, off Savannah.
Wabash, off Charleston.
Vandalia, off Charleston.
Gemsbok, off Wilmington.
Cambridge, off Beaufort.
Albatross, off Beaufort.
Susquehanna, off Hatteras.
Pawnee, in Hatteras Inlet.
Roanoke, will sail to-day or to-morrow for Charleston; detained repairing machinery.
St. Lawrence, taking in provisions; will sail immediately after for ——
Dale, provisioning; will sail then for ——
Cumberland, Newport News, blockading James River.
Louisiana, Newport News, blockading James River.
Daylight, Cape Henry.
Dawn, York River.
Mount Vernon, Rappahannock.
Harriet Lane, repairing at Philadelphia.
Monticello, repairing at Philadelphia; shall send the Monticello to Oregon Inlet soon as she returns, with another vessel to carry out the views of the Department.
Quaker City, repairing at New York.
Flag, repairing at Hampton Roads; will sail in a day or two for Charleston.
Minnesota, Hampton Roads.
Young Rover, Wilmington, N. C.

As soon as the *Monticello* returns I shall send her with another vessel to Oregon Inlet to carry into effect the directions of the Department with regard to that inlet.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging communications from the Department.

U. S. S. MINNESOTA,
Hampton Roads, September 19, 1861.

SIR: I have received telegraphic dispatch from the Department, dated September 17, 1861, "Detain *Congress* until further orders at Hampton Roads," and will comply therewith when she arrives.

I have the honor to report the arrival to-day of the *Young Rover*. I shall send her immediately off Wilmington, N. C.

I acknowledge receipt of letter from the Department September 17.

I have received also letter of same date, requesting information as to Acting Master Blatchford. I have to say that I know nothing against his character other than the report of Lieutenant William N. Jeffers.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary Navy.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Acting Master's Mate Thacher, U. S. Navy, to proceed to Philadelphia in charge of prize schooner Harmony, captured September 19, 1861.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 24, 1861.

SIR: You will take charge of the schooner *Harmony*, captured on the 19th day of September, 1861, by the U. S. ship *Gemsbok*, one of the Atlantic Blockading Squadron, Edward Cavendy, acting master, U. S. Navy, commanding.

You will proceed with her to Philadelphia and deliver the vessel, with all her papers, into the custody of the U. S. district judge, and to no other person without authority from said judge.

You will retain possession of the vessel until relieved by the judge. You will communicate with the U. S. district attorney and report to the commanding officer of the navy yard.

You will return to your vessel as soon as possible after being relieved by the judge.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

OLIVER THACHER,
Master's Mate, U. S. Navy.

Report of Flag-Officer Stringham, U. S. Navy, acknowledging Department's order to transfer the command of Atlantic Blockading Squadron to Captain Goldsborough, U. S. Navy.

U. S. S. MINNESOTA,
Hampton Roads, September 20, 1861.

SIR: I have the honor to acknowledge receipt of letter from the Department, dated 18th September, 1861, directing me to transfer all papers, instructions, etc., pertaining to the Atlantic Blockading Squadron to my successor, Captain L. M. Goldsborough; also letter from honorable Secretary of the Navy, marked confidential, of date September 18, 1861. Also copy of letters from Hon. William H. Seward, September 11, dispatch No. 46. From M. M. Jackson, consul Halifax [Nova Scotia], two

letters, 7th September. Also from Hon. William H. Seward, September 13, enclosing copy of communication from the U. S. consul, Turk's Islands.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the Confederate defenses of North Carolina, and suggesting method of operating against them.

U. S. S. SUSQUEHANNA,
Off Hatteras Inlet, September 20, 1861.

SIR: I have the honor to acknowledge the receipt of your communication of 16th instant, requesting me to give all information in my power with reference to the condition of affairs at Wilmington, New Berne, and Beaufort, N. C., together with the nature of their defenses, if any, with my opinion as to the best manner in which they can be operated against.

My information in reference to these points has been very limited, in consequence of the fears entertained by those friendly disposed of being detected in communicating with us. Much is known, however, to satisfy me that a point of land (Piney Point) on the left bank of the Neuse River, some 12 miles below, has been fortified, and a number of prizes captured by the privateers from New Berne have been sunk entirely across the river. The same has been done at Washington, N. C., a fort erected on a point of land guarding the approach up the river, and vessels sunk across. At Beaufort, as I have already informed you, there are signs of great activity, and when I was there a few days since, they were mounting guns on Fort Macon, where there appeared to be a large number of men.

I could not minutely ascertain the character of the fortifications, but the guns appeared to be mounted in barbette. I have understood since that it is a casemated fortification.

On the day that I left there in chase of a sail, I had sounded all the way to the edge of the reef, to ascertain how near I could go with the ship, if it were determined to bombard the fort. Although the survey was not completed, yet I have ascertained we can go within 1½ miles of the fort in a little over 4 fathoms water.

Since the receipt of your orders changing my cruising ground from off Beaufort to this port, I have had no further information from that quarter, with the exception of a rumor of the presence of 10,000 troops there. The number I believe to be exaggerated.

Colonel Hawkins, commanding the forces at this point, has received information, as he believed from a reliable source, that an expedition was fitting out at Roanoke Island, with the object of attacking [and] destroying the town of Chickamicomico, to the eastward of Hatteras, on account of the Union sentiments of the people of that place and neighborhood; with the intention further, if successful, of destroying Hatteras light-house, and also to attack this place with a force of 3,000 men, 2,200 having already arrived at Roanoke Island from Norfolk, and 800 more daily expected.

They came down from Norfolk in light-draft launches and canal boats.

The force at Oregon Inlet has been withdrawn, and a fort consisting of 17 guns has been erected on Roanoke Island facing Croaton Sound, the fort commenced at the southern extremity of the island having been abandoned. The rebels attach much importance to the possession of Roanoke Island.

I respectfully suggest that, as a strategic point of operations, its occupation by our forces would be of the highest importance, as it would effectually cut off all communication between Pamlico and Albemarle sounds and seriously interfere with the internal trade by the Roanoke River. If desirable, Roanoke Island might be made a *point d'appui* for any operations by the Army, as Norfolk lies undefended on that side, and could be taken in the rear, and thus take the enemy by surprise. These suggestions are made with extreme diffidence, in accordance with my duty to give you all the information I possess in relation to the subject.

Colonel Hawkins, Commander Rowan, and myself have met in consultation upon the best means of thwarting and defeating the enemy's plan of operation, and have decided that in the event of more certain information being received by Colonel Hawkins, and hourly expected, of the advance of the army, a joint expedition should be fitted out of the army and naval forces from this ship and the *Pawnee*, to proceed cautiously to a point (Stumpy Point) 12 miles to the northward of their projected place of attack, and take them in the rear before landing and while their boats are filled with troops incapable of effectual resistance. The officers in charge will have orders to sink the boats and disperse the enemy.

The expedition will not be undertaken unless offering reasonable prospects of success.

I do not entertain the idea that the enemy will be so shortsighted as to make an attack upon this point (Hatteras Inlet).

I shall be ready to move the *Susquehanna* on the first alarm of their approach to a position as near the neck of land (by which is their only approach) as possible, for the purpose of sweeping them with the shells from the battery. I am now sounding up toward Hatteras Cove with this view, where there is an excellent and safe anchorage in 5 to 6 fathoms water and sheltered from northeasterly winds.

We only hope they may make the attempt. I have suggested to Colonel Hawkins the policy of placing within the light-house at Hatteras a company of his command with a howitzer for the purpose of defending it and thwarting their vandal intention of destroying a beacon which should now be sending forth its cheering light to the storm-tossed mariners from the whole commercial world. Thus protected, it would be a fortification in itself and stand a siege until relieved by reenforcements from this ship.

The result of my reflections is as follows: Roanoke Island should be occupied. It is second only in importance to Hatteras Inlet, and it would be a severe blow to the enemy. Beaufort can be taken by a naval force, and, if held, would cut off an avenue of trade which has hitherto been extensively carried on in that quarter.

As soon as the exigencies of the service will permit, six or eight light-draft armed steamers should be sent inside the sounds of Albemarle and Pamlico, and, in conjunction with the Army, might carry terror into the towns of New Berne, Beaufort, and Washington.

In reference to Wilmington I have no information whatever, it not having been within the range of my cruising ground. I have heard

that it is not blockaded, and that many small vessels enter and depart without hindrance. I will keep you informed of any further intelligence I may obtain in reference to the object of your enquiries.

In consequence of the condition of affairs here, I shall remain at this point, ready to afford all assistance to and cooperation with the forces here, in order to repel any contemplated attack, and trust that my course will meet with your approbation.

H. B. M. steam sloop *Rinaldo* arrived and anchored outside to-day from New York. She was boarded by a boat from this ship; reports as bound down the coast to report the nature of the blockade. A few days since I boarded the *Rinaldo* off Cape Lookout. He was informed of the blockade at that point, where, on that day, appeared no less than four vessels of war of the United States—the steamers *Cambridge*, *Rhode Island*, and *Flag*. A communication was sent on board this ship, addressed to the flag-officer, which I have the honor to forward.

I beg to report the *Susquehanna* in effective condition for any service, officers and crew in health and animated with a proper spirit to devote themselves to their country's service.

I send up for your orders the captain and portion of the crew of the captured English schooner *Louisa Agnes*, captured after being warned off, and the English schooner *Argonaut*, which vessel I have ordered to New York, with two of her crew as witnesses, agreeably to your orders. The prize master has a copy of his orders, together with a memorandum of the facts attending the capture, to be handed to the judge of the U. S. district or admiralty court.

I have heard nothing of the *Cambridge* since the day I parted company off Cape Lookout, with orders to keep a strict blockade of that place and the English vessels inside.

I am, sir, very respectfully, your most obedient servant.

JNO. S. CHAUNCEY,
Captain.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding Confederate defenses of North Carolina.

U. S. S. PAWNEE,
Hatteras Inlet, September 20, 1861.

SIR: I have to state for the information of the Department that the Neuse River has been obstructed by the enemy opposite Piney Point. Piles have been driven across it, and all the prize schooners that have been captured by privateers out of New Berne have been sunk there. A battery is being erected at Piney Point, and the two 8-inch guns of 63 hundredweight that were taken from Beacon Island Fort are now mounted there. In May last a battery was commenced a short distance above Piney Point, but whether completed and armed or not I have not been able to ascertain.

The Pamlico River is obstructed in like manner with the Neuse River, and with like means. There is a fort being erected on a point made by the right bank of the river and a bayou about 10 miles below Washington, as already stated in my letter of the 1st instant.

I learned to-day that there are 10,000 troops at Beaufort and are actively engaged in preparations for defense. I have not been able to obtain any of the particulars, as my informant had it from a fisherman from there.

The only special information given is that Fort Macon has been covered with railroad iron. How covered, whether the sides or top, I could not learn.

On Sunday morning last (the 14th instant) I was informed that the enemy was removing the guns from the fort on Beacon Island. I organized an expedition immediately, consisting of a small steamer belonging to the quartermaster's department, which he kindly lent me, and the launch of this ship, and dispatched them early Monday morning, under the command of Lieutenants Maxwell and Eastman, with instructions to destroy the guns and capture the steamer that was carrying them off. The expedition returned, having performed the duty with zeal and ability. Twenty-two navy guns, 32-pounders and 8-inch, were broken. Two of the 8-inch guns were taken away by the steamer, which had left before our forces arrived, with the intention of returning for more. The bombproof was fired and the fort left in ruins.

A detailed report is made to the commander in chief.

Colonel Commandant Hawkins informed me last night that the enemy was organizing an expedition at Roanoke Island and Oregon Inlet to move down the neck of land and attack him to-night. I shall do all I can to cooperate with him. For this purpose I have obtained permission to take the tug *Fanny*, which is now ready to depart, with the launch of this ship in tow, armed and equipped, for the purpose of skirting the shore and opening fire on the enemy should he attempt the attack.

The enemy threatens the destruction of the light-house on the cape.

I suggested to Colonel Hawkins the propriety of putting a sergeant's guard in the light-house, with provisions and water, and closing the entrance with sand bags. The tower ought to offer considerable resistance to ordinary field artillery.

I must again call the attention of the Department to the importance of Roanoke Island. It is the key to Norfolk, and, if occupied by our troops, we should have command of Albemarle Sound, and by a dash at the lower canal destroy it, and thereby cut off from Norfolk the supplies of a rich country bordering on Albemarle Sound, as well as that bordering on the Neuse and Pamlico rivers. Roanoke Island in our possession and strongly held, this ship and a garrison of 200 regulars in Fort Hatteras would hold this point.

I must again beg leave to call the attention of the Department to the necessity of sending well-armed tugs of light draft, say 5 feet and under, with one or two heavier, for outside or inside work, of not over 7 feet.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commander.

Hon. GIDEON WELLES,
Secretary of Navy, Washington.

Additional report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding the Confederate defenses of North Carolina.

U. S. S. PAWNEE,
Hatteras Inlet, September 20, 1861.

SIR: I have the honor to acknowledge the receipt of your several communications, which shall be strictly complied with. For your information I have to state that the Neuse River has been obstructed below

New Berne, at a place called Piney Point. Piles have been driven across the river, and 14 schooners (prizes and others) sunk. There is a battery of 14 to 17 guns on Piney Point, and it is reported that there is a small fort higher up on the right bank of the river. It is reported that the two 8-inch 63-[hundredweight] guns taken from Beacon Island Fort the day before we arrived there were taken to the fort at Piney Point.

The Pamlico River is similary obstructed, and a fort erected on the right bank on a point formed by a bayou or inlet.

I learn from a person residing at Portsmouth that there are 10,000 troops at Beaufort, actively engaged in preparations for defense.

Fort Macon is said to be covered with railroad iron; whether sides or top my informant could not say.

I am told that there is an inland fort behind New Berne, bearing about west from the town.

I have no information of the condition of things at Wilmington.

The more I study the map the more I am convinced that Roanoke Island is the strategic point. This in our possession, we can threaten North Carolina to her center, and by feints here and there so distract her that she will lose sight of the prize we seek and weaken her support at Beaufort. While the attack is being made at Roanoke you can have time to organize your force, and then make a dash with a strong force by land and your big ships by water.

Fort Macon can not be taken by the ships. I am told it is a casemated fort, and, should you succeed in driving them from the barbette guns, they can retire to the casemates and allow you to empty your shell lockers with impunity.

A well-commanded land force, in two divisions, one to be transferred to the nearest point on the Neuse River and take Beaufort in the rear, while the other division passed down the sound. The first could then be taken by approaches in the rear, which is its weak point. I do not believe there are 200 rounds of powder in the fort, and the more of its fire you draw the sooner it would be compelled to surrender.

Colonel Hawkins sent me word last night that his position was to be attacked to-night by a force sent from Norfolk. I have my doubts of the truth of the report at present, but have no doubt that the enemy will make an effort if we remain so inactive and helpless as we are at present. We have now been in possession three weeks, and have been compelled to act solely on the defensive. Had the Government furnished you with tugs at the proper time we could have kept the enemy so close that he dare not attempt an offensive movement.

I told Colonel Hawkins that I was prepared to cooperate with him, and he has given me the *Fanny* for that purpose. She and our launch are equipped and ready to start at a moment's warning.

It is now 10 o'clock at night and no message from the colonel; so I hope we shall not be disturbed to-night. I sent his message to Captain Chauncey, who will send in two launches with howitzers as soon as I make signals.

I have worked hard at the mahogany schooner in these high tides, but failed to get her off. I have given it up. Captain Chauncey will send me assistance as soon as the weather becomes settled. We shall have to lighten her and raft the timber to the beach.

Our other two prizes are still here. I can not spare the people at present to send them forward. I hope to get the *Spaulding* to tow one of them to you in the roads. Can not you get an order for her to do so next time? She is chartered to do the work of the Government.

I can not close this without again asking you to press upon the Department the necessity of giving you tugs for service in these waters.

I am, very respectfully, your obedient servant,

S. C. ROWAN,
Commander, U. S. Navy.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

September 21, 10:06 a. m.—No news from the enemy up to this time.

R.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the fitting out of vessels at St. John, New Brunswick, to run the blockade.

NAVY DEPARTMENT, *September 20, 1861.*

SIR: I submit herewith for your information a copy of a letter from the Secretary of the Treasury and its enclosure, in relation to vessels fitting out at St. John, New Brunswick, to run the blockade.

I also submit the following extract from a dispatch received by the Secretary of State from our minister at London, viz:

I am notified by Mr. Wilding of certain reported negotiations for the purchase of the steamers *Leopold, Princess Charlotte,* and *Southampton,* which have excited his suspicions.

He will doubtless furnish fresh evidence, as he obtains it, directly to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure No. 1.]

TREASURY DEPARTMENT, *September 18, 1861.*

SIR: I have the honor to transmit herewith, for your information, a part of a letter received by a merchant of Boston from his correspondent in St. John, giving information of vessels fitting out at that port and at Halifax for the purpose of running the blockade.

I am, very respectfully,

S. P. CHASE,
Secretary of the Treasury.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Subenclosures.]

COLLECTOR'S OFFICE, CUSTOM-HOUSE,
Boston, September 16, 1861.

SIR: I enclose part of a letter received by a merchant of this city from his correspondent in St. John, giving information of what is going on there in relation to the Southern trade. I am also informed by another merchant that he is advised in the same way of two vessels fitting out at Halifax with similar cargoes and intentions. I don't

know that such information is of any value, as these small vessels load very quickly and will either have succeeded or failed before you get it.

Very respectfully, your obedient servant,

J. Z. GOODRICH,
Collector.

Hon. S. P. CHASE,
Secretary of the Treasury, Washington, D. C.

Postscript to a letter from St. John, September 5, 1861.

I wish to inform you that there is a schooner fitting out at St. John with a cargo destined for some port south. They make their boast that they intend to run the blockade. Her name is the *Julia*, of St. John, and has an assorted cargo of lead, pig iron, quinine, etc., and intends to make Beaufort, N. C., and will sail in a few days. Please report. I understand that it is the intention to fit out several from the same port.

Report of Acting Volunteer Lieutenant Humphrey, U. S. Navy, commanding U. S. S. Young Rover, of the arrival of that vessel at Hampton Roads, and of her unfitness for blockade duty.

U. S. S. YOUNG ROVER,
Hampton Roads, September 20, 1861.

SIR: I arrived here yesterday and reported to Flag-Officer Stringham, as ordered by Captain Hudson, commandant Boston naval station. I have orders from Flag-Officer Stringham to proceed off the harbor of Wilmington, N. C., to blockade that port, and am now getting underway. The vessel under my command is entirely unfit for the duty assigned her.

The boiler sets on the gun deck, the bottom of it about 2 feet above the water line, the top 5 feet above the spar deck, in full view of the enemy. It is 18 feet long by 11 feet high (the height including the two domes, one of which is on either side of the shell, connected by a copper pipe). This surface of 18 feet by 11 is entirely exposed, and if a shot were to enter the boiler while under the pressure of steam, what would be the result? The gun deck would instantly be flooded with boiling water, and my men working the guns, and those in the powder division, be laid *hors de combat.* Moreover, the boiler being on the gun deck, and weighing about 12 tons, makes it necessary to carry more ballast to keep her on her bottom, making her deeper in the water than she need be were the boiler down below, bringing the port sills within 3 feet 9 inches of the water when lying in port and perfectly upright. On the passage here, with only a fresh breeze, I was obliged to house my guns and calk the ports to keep out the water. How am I to fight with the lee guns when their muzzles are under water, as they would be in a topgallant breeze? On the spar deck I have one little 12-pound Sawyer gun. It is good as an auxiliary, but with that alone we should make a poor show.

You will doubtless ask, "Why did you not make these objections before?" I will explain:

When this vessel was purchased, with several others, I applied for a commission. After receiving my commission, and before being appointed to a ship, I heard that I was to command the *Young Rover.* I went to Mr. Forbes and to Captain Hudson and said to them that if I was

appointed to the command of the *Young Rover* I should decline the honor, unless the boiler was put below. The answer was, "The boiler will not go below, and you will take her as she is or throw up your commission and may be court-martialed." After having applied for a command and received a commission, the only alternative left, to avoid the imputation of cowardice, was to go forward, which I determined to do, let the result be what it would. When Mr. Forbes purchased the vessel he requested me to get tenders for putting the boilers below, which I did. Mr. Darton, a responsible ship carpenter, offered to put it below, all complete, for $500, and I reported accordingly to Mr. Forbes.

The ship is pierced for three guns on a side, but has only two. Between the midship ports is a water tank, which sets on the keelson and extends up through the gun deck to the spar deck. I wished to have that removed so as to carry two more guns, or, at least, an odd one, to shift from side to side. The expense would have been trifling. To make a long story short, I was supposed to know nothing of naval matters, and my suggestions were treated accordingly. On the second week day out from Boston opened magazine and fired two rounds, one with shot, one with blank cartridges. Although my crew had exercised at the guns but one day, and only two or three had ever seen a gun handled before, they worked them remarkably well and quickly. At 9 p. m., same day, beat to quarters without any previous intimation of my intention, and in five minutes from the commencement of the call every division had reported ready for action.

I consider this very good time, considering the difficulties under which we labor. Respecting our hammocks, the guns, boiler, and store-rooms monopolizing the berth deck, and no provision being made for them (the hammocks) on the spar deck, we are obliged to open the hatch and store them below, on top of provisions and water. This, of course, keeps them in a dirty, damp condition, tending to promote disease.

Before proceeding to the station assigned me, I thought it was a duty which I owed to myself and the Department to make a plain statement of facts, which I have done.

Hoping my course will meet your approbation, I am, very respectfully, your obedient servant,

JOHN HUMPHREY,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding coal and provisions for that vessel.

U. S. S. PAWNEE,
Hatteras Inlet, September 21, 1861.

SIR: The *Spaulding* will be ready to leave to-day.

I have already informed you that I wanted coal. I have now to state that unless I receive coal within the next ten days we shall not be able to move even the little tug *Fanny*. I hope, therefore, that you have it in your power to send me a schooner load of coal. If you could send it in a schooner belonging to the Government, so much the better, as it would afford me an opportunity of sending the crew and officer back in charge of one of our prizes. A better plan, perhaps, would be to send a schooner load, say 100 tons, of coal. I would take out of her

all but what would be required for ballast, and send her back for another cargo.

The provisions came in time by the *Baltimore*. In answer to your enquiry about a supply of water, I have to state that water of an indifferent quality can be had at the windmill, but the difficulty of getting it is serious. Our launch would have to make a circuitous route to get there, which would consume much time, and the risk would be so great in such strong tides that I would respectfully request that you send me water as soon as you can. We are now on allowance, and distilling water as fast as our wretched arrangements will permit. Had our condenser been connected with the tanks, as it should be, we could have sufficient water, and to spare; as it is, we have to draw it off in buckets, hoist to spar deck, start into breakers, and then into tanks. In this way we get about 90 or 100 gallons per day. When I can have a small tug to tow the launch I will be able to get some water from the island.

William T. Phillips, an escaped prisoner from the enemy, I send north in the *Spaulding*, with directions to see you. You may get some information from him. I took his history in writing, but he appears to have no more information than is already in my possession. He sailed from New York in June for the West Indies in the *Nathaniel Chase*, and on his return from Cuba was captured off Ocracoke Inlet.

I have made enquiry of Colonel Hawkins for vouchers and property belonging to Captain Clements. He says he has no property belonging to that officer of any description, nor has he heard of any in the possession of his troops.

The German troops plundered and destroyed every species of property, burned large amount of stores at the encampment, and if there is anything belonging to Captain Clements in our possession, the Dutchmen have it.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commander, U. S. Navy.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, detaching the U. S. S. Wabash from his command.

NAVY DEPARTMENT, *September 21, 1861.*

SIR: The steam frigate *Wabash* having been designated as the flagship of Flag-Officer Du Pont, appointed to command the Southern Atlantic Blockading Squadron, will be regarded as detached from the squadron under your command and has been ordered to New York.

Transmitted herewith are detachments of Surgeon Clymer from the *Roanoke* to the *Wabash* and of Surgeon Gilchrist from the latter to the former vessel.

Should the *Wabash* have sailed for New York, you will direct Surgeon Clymer to join the ship at that port, and Surgeon Gilchrist will be ordered by the Department to proceed to Hampton Roads for duty on the *Roanoke*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding the conditon of that vessel.

U. S. S. MOUNT VERNON,
Rappahannock [River], September 22, 1861.

SIR: I herewith enclose to you the report of the chief engineer of this vessel, by which you will see that if something is not promptly done to the engines of this vessel some serious accident may occur at any moment. I would also state that the bottom of this vessel is in a dreadful condition, for, not being coppered, she is covered with barnacles and grass over 1 inch in length, which has reduced her speed to one-fourth less than it was when we left New York nearly five months since. The worms must by this time be well bedded in the plank.

I make this report to relieve myself from any blame in case the hull of this vessel should be seriously injured. I have made this statement to you verbally on one or two occasions previously.

I have water on board to last until the 3d of October. We are all well on board, and everything is quiet off the Rappahannock. I congratulate you on your brilliant victory at Cape Hatteras.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

Flag-Officer SILAS H. STRINGHAM,
Commanding the Atlantic Blockading Squadron, etc.

Order of the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. S. Wabash.

NAVY DEPARTMENT, *September 22, 1861.*

SIR: You will please give such instructions and make such disposition for the relief of the frigate *Wabash* as to enable that vessel to be in New York by the 1st of October.

I am, respectfully, your obedient servant,

G. V. FOX,
Assistant Secretary Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order of the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding vessels requiring repairs.

NAVY DEPARTMENT, *September 22, 1861.*

SIR: Such vessels composing your command as, in your judgment, must leave the station for repairs not requiring docking, might be sent to Baltimore, and the commanding officer directed to call upon the navy agent.

This order is intended to embrace principally the chartered steamers, which require so much repairing in their engines and boilers.

I am, respectfully, your obedient servant,

G. V. FOX,
Assistant Secretary of Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Flag-Officer Stringham, U. S. Navy, of having transferred the command of the Atlantic Blockading Squadron to Flag-Officer Goldsborough, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 23, 1861.

SIR: Having in obedience to your orders hauled down my flag and turned over the command of the Atlantic Blockading Squadron to Flag-Officer L. M. Goldsborough, I take this occasion to thank the honorable Secretary of the Navy for the kindness he has shown me during the continuance of my command.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Flag-Officer Goldsborough, U. S. Navy, of having assumed command of the Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 23, 1861.

SIR: I have the honor to inform you of my arrival here in the *Congress*, night before last, and of my having this day assumed the command of the Atlantic Blockading Squadron, agreeably to your orders of the 18th instant.

May I beg leave, sir, to return my most sincere thanks to the Department for the honor thus conferred upon me, and to assure it that I will do everything in my power to further its wishes in accomplishing the great object in view and to prove myself worthy of its confidence.

The following communications from the Department have been received, viz: One of the 18th instant, appointing me a flag-officer; one of the 18th instant, confidential; one of the 18th instant, concerning steamers *Stars and Stripes* and *E. B. Hale* and tugs *General Putnam* and *Ceres*; one of the 20th instant, relating to vessels fitting out at St. John, New Brunswick, and to information received by State Department from our minister at London; and one of the 20th instant, enclosing a proposition from a party in Baltimore to supply fresh beef to vessels about Hampton Roads.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. SECRETARY OF THE NAVY,
Washington City, D. C.

Order of the Assistant Secretary of the Navy to Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to furnish information regarding the disposition of prizes.

NAVY DEPARTMENT, *September 23, 1861.*

SIR: You will please inform the Department what disposition you have made of the prizes taken by you at Hatteras Inlet.

The Department also desires full information respecting the vessels that were taken at the capture of the forts, some of which, it seems, had been captured by the rebels and belonged to citizens of the loyal

States who are making enquiry in regard to them. If they are in proper condition, they had, perhaps, better be sent to some Northern port.

Captain Sidney Baker, the owner of one of the vessels, the *Henry Nutt*, recaptured, will visit Hatteras, and, if the vessel is in proper condition, you will place a prize crew on board of her and send her to Philadelphia for adjudication, allowing him to take passage in her.

I am, respectfully, your obedient servant,

G. V. FOX,
Assistant Secretary.

Commander S. C. ROWAN,
Commanding U. S. S. Pawnee, Hatteras Inlet.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Acting Master Elliott, U. S. Navy, commanding U. S. S. Ceres, to proceed to Hatteras Inlet, North Carolina.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 23, 1861.

SIR: You will proceed with the steamer under your command to Hatteras Inlet, North Carolina, and, on your arrival there, report to the senior naval officer for such duty as he may require of you.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master JARED [L.] ELLIOTT,
U. S. S. Ceres, Hampton Roads, Virginia.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to the Secretary of the Navy, urging the retention of Commander Case, U. S. Navy, for duty on the flagship.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 24, 1861.

SIR: I do most earnestly solicit the Department to continue Commander Case on board this ship in his present relation toward me, and not to deprive me of his services at this early period of my command, where, in truth, they are indispensable to the proper and efficient discharge of my duties. I do assure the Department that I have not an officer or person associated immediately with me whose services can be spared. All are, and will be, kept busily employed in important public concerns; but with regard to Commander Case, whose duty it is, among various other things, to conduct my office work, to be compelled to part with him at this particular time, would be to me a matter of the deepest regret and inconvenience. I sincerely hope, therefore, that this request concerning him may be gratified, and that his orders to command the *Vandalia* may be revoked. He is the officer of all others in the service I should prefer to have as the head of my staff.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, urging watchfulness for U. S. steamers Jamestown and Yorktown.

NAVY DEPARTMENT, *September 24, 1861.*

SIR: The Department learns from a reliable source that the steamers *Jamestown* and *Yorktown*, which were seized by the rebels and fitted up for war purposes, are not coppered. The insurgents will therefore, no doubt, strive to get them around to Norfolk.

A vigilant watch should be kept for them, as they are (the *Yorktown* especially) represented to be very fast boats.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, etc., Hampton Roads, Virginia.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding schooner Argyle.

NAVY DEPARTMENT, *September 24, 1861.*

SIR: The U. S. consul at Halifax, Nova Scotia, has informed the Department by telegraph of the sailing from that port on the 22d instant of the schooner *Argyle.*

She cleared for Matamoras, but it is reported intended first to attempt to enter either Beaufort, St. Josephs, or St. Marks.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding officers for his command.

NAVY DEPARTMENT, *September 24, 1861.*

SIR: The demand for officers is so great that the services of a flag-lieutenant can not be allowed you. Mr. Grafton will therefore assume the duties of second lieutenant of the *Minnesota.*

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Ringgold, U. S. Navy, commanding U. S. ship Sabine, to proceed to duty on the blockade of South Carolina.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 24, 1861.

SIR: You will proceed to sea with the ship under your command and cruise between Cape Romain and Georgetown, S. C., until further

orders or until it is absolutely necessary to return to this port for supplies.

You will blockade the coast as closely as possible and endeavor to prevent all communication with the enemy.

A list of vessels which have sailed or are loading to run the blockade is herewith furnished you, and it is hoped you will be able to capture them.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Captain C. RINGGOLD, U. S. Navy,
U. S. Ship Sabine, Hampton Roads, Virginia.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Yard, U. S. Navy, commanding U. S. ship Dale, to proceed to duty on the blockade of Florida.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 24, 1861.

SIR: You will report the *Dale* ready for sea to-morrow and if the weather will permit sail for the coast of Florida and blockade the port of Fernandina until further orders or until it is absolutely necessary for you to return to this place for supplies.

A list of vessels which have sailed or are loading to run the blockade is herewith furnished you, and it is hoped you will be able to capture them.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander E. M. YARD, U. S. Navy,
U. S. Ship Dale, Hampton Roads.

Order from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to forward certain communications from prisoners to their destination.

NAVY DEPARTMENT, *September 24, 1861.*

SIR: I herewith enclose the following communications, in unsealed envelopes, from certain persons at Fort Lafayette to parties in North Carolina and Virginia, viz: From W. S. G. Andrews to the governor of North Carolina, Raleigh; from W. S. G. Andrews to the adjutant-general of North Carolina, Raleigh; from Jas. A. J. Bradford to the Hon. Warren Winslow, Raleigh, N. C.; and from S. Barron to the Hon. S. R. Mallory, Richmond, Va.

You will please have these letters delivered, the first opportunity offering, to responsible parties, to be forwarded to their destination.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, in regard to U. S. S. Dawn.

NAVY DEPARTMENT, *September 24, 1861.*

SIR: You will please give orders for the steamer *Dawn* to proceed to Washington as early as practicable.

Her commanding officer is to be brought before a court of enquiry, and the court is now in session at the Washington navy yard.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Telegram.]

WASHINGTON, *September 25, 1861.*

Commander Case will be retained on board the *Minnesota*. Lieutenant Haggerty will command the *Vandalia*.

GIDEON WELLES,
Secretary of the Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Care M. N. Falls, by this evening's boat.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding enlistment of contrabands.

NAVY DEPARTMENT, *September 25, 1861.*

SIR: The Department finds it necessary to adopt a regulation with respect to the large and increasing number of persons of color, commonly known as contraband, now subsisted at the navy yard and on board ships of war.

These can neither be expelled from the service to which they have resorted, nor can they be maintained unemployed, and it is not proper that they should be compelled to render necessary and regular services without a stated compensation. You are therefore authorized, when their services can be made useful, to enlist them for the naval service, under the same forms and regulations as apply to other enlistments. They will be allowed, however, no higher rating than "boys," at a compensation of $10 per month and one ration a day.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the closing of the inlets of North Carolina, by sinking vessels loaded with stone.

NAVY DEPARTMENT, *September 25, 1861.*

SIR: The steam tug *Lockwood* is hereby placed at your disposal.

The Department wishes its instructions carried out relative to closing all the inlets, except Hatteras, so soon as in your judgment it is practicable.

Commander Stellwagen (having hired the men now on board the store vessels) has been ordered to report to you for any duty you assign him in connection with this matter, and after this work is finished you will pay off and discharge these men, according to any agreement entered into by him.

Commander Stellwagen will then return to Washington to take command of the *Hetzel*, which steamer, together with the tug *Underwriter*, will soon be sent into Hatteras Inlet, for any duty you may require. Other light-draft vessels will be added as early as practicable. The *Pawnee* will be required on other duty certainly by the 5th day of October.

Let her report in Washington on that day.

Report the vessels of the reconnoissance at New Inlet (see instructions* of September 3 to Flag-Officer Stringham) as early as practicable.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, for the observance of a day of fasting and prayer, as appointed by the President of the United States.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 25, 1861.

The President of the United States having by proclamation appointed to morrow, Thursday, September 26, as a day of public humiliation, fasting, and prayer, to be observed by the people of the United States with religious solemnities and the offering of fervent supplications to Almighty God for the safety and welfare of these States, His blessings on their arms, and a speedy restoration of peace, I hereby direct that a suspension of duties on board the vessels under my command shall take place accordingly, and that divine service be performed on board each one having a chaplain attached to her at the hour of half past 10 o'clock a. m.

L. M. GOLDSBOROUGH,
Flag-Officer.

A copy of the above was sent to each United States vessel in this port.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding rifled gun and howitzer.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 25, 1861.

SIR: If the rifled gun and howitzer belonging to this ship are not particularly required at Hatteras you will please send them up by the *S. R. Spaulding;* but if they are, we will send you ammunition for them if you desire it.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander S. C. ROWAN, U. S. Navy,
U. S. Steam Sloop Pawnee, Hatteras Inlet, North Carolina.

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* See p. 162.

Report of Captain Mercer, U. S. Navy, commanding U. S. S. Wabash, regarding the delivery of letters from the British consul at Charleston, S. C.

U. S. STEAM FRIGATE WABASH,
Off Charleston, September 26, 1861.

SIR: On my arrival here to relieve the *Roanoke*, Flag-Officer Pendergrast put into my hands an official letter from the British consul (Bunch) at Charleston, addressed to Commander Lyons, of H. B. M. S. *Racer*, or to the commander of any other of her Britannic Majesty's vessels off Charleston. Also a letter (open), a copy of which is enclosed for your information, addressed "To the master of the British ship *Palinurus*, of Calcutta." Both of these letters Flag-Officer Pendergrast directed me to dispose of as requested by Mr. Bunch. The first [was] delivered to the lieutenant who was sent to this ship from the *Challenger* by Commodore Dunlop. The letter addressed to the master of the *Palinurus* is still in my possession.

A similar letter to the latter was sent to me (open) by the Spanish consul at Charleston, requesting that I would dispose of it as Flag-Officer Pendergrast directed me to dispose of the one for the master of the *Palinurus*, but I politely declined to comply with his request, and I shall refuse to receive and deliver any letters addressed to the master of foreign merchantmen until I receive instructions from yourself or some other senior officer.

In regard to the letters addressed to the masters of merchantmen, they can be readily couched in such terms, with a previous understanding, as to convey to the master of the vessel very important information in reference to the disposition of his vessel and cargo entirely contrary to what appears on the face of the letter.

Mr. Bunch came out with a flag of truce on the 5th instant, ostensibly for the purpose of bringing off for Flag-Officer Pendergrast an apology for hoisting the secession flag on board the steamer which bore the flag of truce soon after she stood away from the *Roanoke* to go into Charleston. His real object, I think, was to learn from me why I captured the *Sarah Starr*. I told him she was captured because she had not a proper register. I took occasion while he was on board to say that Flag-Officer Pendergrast had directed me to deliver two letters from him, one (of an official character) addressed to the commander of any of her Majesty's vessels off Charleston, and another addressed to the master of the British ship *Palinurus;* that both of them would be delivered, because I was ordered to deliver them, but that I considered such a proceeding irregular and would not deliver any such on my own responsibility. He then told me that you and McKean and Pendergrast had received and delivered such letters, addressed to the commanders of her Majesty's vessels which might appear off Charleston. I then told him I would do the same until I heard from you, provided he would accompany them with a note that the letters contained nothing detrimental to the interests of the United States. To this arrangement he agreed. To the masters of merchantmen, I gave him to understand, no letters would be delivered by me until I received instructions to the contrary, as I had already refused to present similar letters sent to me by the Spanish consul at Charleston.

The *Connecticut* has just arrived. I will add, in closing, that little of importance has occurred since my arrival. The *Savannah* stopped a short time off this place on Tuesday of this week on her way down to

Savannah. Excuse my calling your attention to the fact that the *Vandalia* has been blockading off this place three months and a half.

I am, sir, respectfully, your obedient servant,

SAML. MERCER,
Captain.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron, Flagship Minnesota.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to proceed to Washington with that vessel.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 26, 1861.

SIR: The Navy Department informs me the *Pawnee* will be required at Washington on the 5th of October. You will therefore make arrangements to report her there on that day, touching at this place, if practicable, on your way.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander S. C. ROWAN, U. S. Navy,
U. S. Steam Sloop Pawnee, Hatteras Inlet, North Carolina.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to proceed to duty off Charleston, S. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 26, 1861.

SIR: You will proceed off Charleston, S. C., with the vessel under your command, and on your arrival there report to Commander L. C. Sartori for service in blockading that port.

A list of vessels which have sailed or are about sailing from England, etc., to violate the blockade is herewith furnished you, and it is all important you should use dispatch in arriving at your station, for it is believed some of the steamers will endeavor to run into Charleston.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding D. L. BRAINE, U. S. Navy,
U. S. S. Monticello, Hampton Roads, Virginia.

Report of Commander Chandler, U. S. Navy, commanding U. S. S. Dawn, regarding the disabled condition of that vessel.

U. S. S. DAWN,
Hampton Roads, Virginia, Thursday, September 26, 1861—1 p. m.

SIR: I have the honor to inform you that the *Ceres* (Master's Mate Elliott) never stopped (as Mr. Elliott positively promised) to convey to

you my report of the 20th, which I shall hand you, and which I gave him the substance of verbally, to wit, that our engine was disabled, and that it was important that its condition, rendering our steamer helpless for blockading service, should be reported to the flag-officer.

Our water and coal being nearly out, I have therefore reluctantly left our station before the weather should be too rough, and without waiting for a relief, to report the condition of the steamer to you.

If we could lay by you a day and have some keys made at your forge, the crank pin might be tightened sufficiently to run the engine a few days longer in smooth weather, but I would not insure the safety of the steamer (her sails being worn out and rotten and her bottom very foul and leaky) if caught in a gale on our coast—that is, if it be the intention to send her to New York—for she now leaks about 5 feet in twenty-four hours, and might leak in rough weather twice as much, and if our steam should give out we have one other pump only, besides the donkey pump, to free her.

I respectfully suggest that the crank pin should be keyed before going to Newport News for water, and that the chief engineer and other engineers of the flagship may come on board and hold a survey on the *Dawn's* engine.

I have the honor to be, very respectfully, your obedient [servant],

WILLIAM CHANDLER,
Commander, U. S. Navy.

FLAG-OFFICER OF ATLANTIC BLOCKADING SQUADRON,
Hampton Roads, Virginia.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Chandler, U. S. Navy, commanding U. S. S. Dawn, to proceed to Washington, D. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 26, 1861.

SIR: You will proceed to Washington with the vessel under your command as soon as possible and report to the honorable Secretary of the Navy.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH.

Commander WILLIAM CHANDLER,
U. S. S. Dawn.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging communications from the Department, and regarding affairs of his command.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 27, 1861.

SIR: I have the honor to acknowledge receipt of the following communications from the Department:

Letter of September 18, with reference to the steamers *Stars and Stripes* and *E. B. Hale* and tugs *General Putnam* and *Ceres*.

The *Stars and Stripes* arrived last night, but the *E. B. Hale* has not made her appearance. The tugs I have sent to Hatteras Inlet. Also

letter of same date, transmitting copies of letter from collector of Boston, and postscript of letter from St. John, New Brunswick.

Letter of September 20, enclosing offer of Bankhead & Thomas to supply beef to the squadron; also of same date, referring to purchase in London of steamers *Leopold*, *Princess Charlotte*, and *Southampton* for the rebels.

Letter of September 21, detaching U. S. S. *Wabash* from Atlantic Blockading Squadron; detaching also Surgeon Clymer from *Roanoke* to *Wabash*, and Surgeon Gilchrist from *Wabash* to *Roanoke*; also of same date, directing provisions on board chartered steamer to be placed on board storeship *Badger*, and directing U. S. storeship *Supply* to New York.

Letter of September 22, that vessels requiring repairs may be sent to Baltimore; also directing the *Wabash* to be relieved that she may be in New York by 1st October.

Letter of September 23, referring the application of Acting Master John F. Ferguson for two weeks' leave to myself; also of same date, enclosing interrogatories from naval general court-martial, which have been executed and returned September 27 to the honorable Secretary of the Navy.

Letter of September 24, informing me that the rebel steamers *Yorktown* and *Jamestown* are not coppered, and that the rebels wish to take them to Norfolk to dock them; also of same date, ordering the U. S. S. *Dawn* to Washington; also of same date, informing me of the clearance of schooner *Argyle* from Halifax, and that she will try to run the blockade.

Letter of September 25, directing that "persons of color, commonly known as contrabands," may be enlisted as "boys" at $10 per month and one ration per diem; also of same date, with reference to J. W. Mungoe, quarter gunner of the *Roanoke*.

The *Sabine* arrived on the 24th and is already detailed to blockade off Georgetown, S. C., there and Cape Romain.

The *Dale* is detailed to blockade Fernandina.

My present purpose is to employ the *Monticello* (which vessel arrived here on the 25th) and *Stars and Stripes* to tow stone schooners to Hatteras Inlet, under directions of Commander Stellwagen, then to dispatch the former to blockade off Charleston and to let the latter remain at Hatteras Inlet to take the place of the *Pawnee*, ordered to Washington.

On the arrival of the *E. B. Hale* I shall send her, with Commander Missroon on board, to make the examination required of New Inlet, and, after accomplishing that object, to proceed off Savannah and remain there. None but a vessel drawing less than 8 feet water will answer to make the examination in view.

It is now blowing a gale of wind from the eastward, but the moment the weather will permit I shall dispatch Commander Stellwagen with the steamers and stone boats to Hatteras to carry out effectually the wishes of the Department in relation to blocking up bulkheads.

As soon as I get the result of the examination of New Inlet I will forward it to the Department.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

As both water and coal were wanting at Hatteras Inlet by the last accounts from Commander Rowan, I have sent some 12,000 gallons of the former there in the army steamer *Spaulding*, which left here last night, and am about to send some 200 tons of coal in a merchant schooner suitable for the purpose. She will leave as soon as the weather will permit, or at the furthest shortly afterwards.

L. M. G.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding suspected blockade runners.

NAVY DEPARTMENT, *September 27, 1861.*

SIR: I herewith enclose copies of the following papers, which have been received by the Department, viz:

Letter from the U. S. consul at Halifax [Nova Scotia], dated the 14th instant, in relation to the schooners *P. F. Williston*, *Emery*, and *Mulgrave*, fitted out at that port, it is suspected, for the purpose of running the blockade.

Letter from the district attorney at Boston, relative to the ship *Norway* and the schooner *Judah*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commading North Atlantic Blockading Squadron.

[Enclosures.]

U. S. CONSULATE OFFICE,
Halifax [Nova Scotia], September 14, 1861.

SIR: The schooner *P. F. Williston*, an American-built fore-and-aft schooner, with one topmast, sails from this port to-day loaded with a cargo of fish, purporting to be bound for Boston.

Circumstances have just come to my knowledge which justify a suspicion that this vessel is destined for one of the ports in North Carolina.

The schooners *Emery* and *Mulgrave*, British vessels, belonging to this port and heretofore running to the West Indies (and now purporting to be bound thither), are fitting out with general cargoes, destined, also, I have reason to believe, for some of the Southern blockaded ports.

I am, sir, with great respect, your obedient servant,

M. M. JACKSON.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—These latter vessels are expected to sail next week.

U. S. MARSHAL'S OFFICE, DISTRICT OF MASSACHUSETTS,
Boston, September 21, 1861.

SIR: Ship *Norway*, Major, master, now at St. John, New Brunswick, while at Belize last May, furnished four guns to a privateer. She leaves St. John this week. This I have on the authority of Munro Berry Hill, quartermaster of the *Norway* at the time. The guns were

loaded by him and the crew on board a steamer called the *Victoria*, he thinks, and taken down to an island below where the privateer was fitting out. He says the captain either gave or sold the guns, he does not know which, and with them a can of powder. The ship was in the coolie trade, and mounted these guns on her quarter-deck, two 6, and two 12 pounders—common iron guns. The ship is owned in New Orleans and New York and is loading with deals in St. John to go back to England, where she went with a cargo of cotton from New Orleans since the blockade.

Also it is reported to me by reliable parties that the schooner *Judah* has recently sailed from St. John with a cargo of quicksilver, tin, lead, etc., valued at $30,000, with two Southern pilots on board in order to run the blockade. She sailed within a day or two, and was fitted out similarly to the ship *Alliance*.

These facts I have deemed proper to bring to your attention in order that you may take such action thereon as you may consider necessary.

I telegraphed on Tuesday last a request to have the *Susan Jane*, one of the Hatteras prizes, ordered to this port, as she was fitted out by parties here, and the cargo and bills of lading and other papers would furnish evidence of the guilt of the parties here by which they might be convicted. I could identify every case of boots and shoes, ascertain the maker and seller, and nearly all the other goods, if they were here. I have received no answer to the request, and, as the vessel is reported at Philadelphia, I should consider it useful, if she can not be sent here, to have the cargo discharged there and the numbers, marks, etc., particularly noted, and with copies of all the papers on board relating thereto transmitted to me, in order that I may lay them before our grand jury, who are now in session.

I believe one conviction of this offense of giving aid and comfort to the rebels would do more to stop their supplies from this source than the loss of several cargoes.

I have the honor to be, very respectfully, your obedient servant,

JOHN S. KEYES,
U. S. Marshal.

Hon. GIDEON WELLES,
Secretary of the Navy of the United States.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Major-General Wool, U. S. Army, requesting assistance in sinking stone vessels.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 28, 1861.

SIR: May I request that twenty-five men belonging to the coast guard may be spared to Commander Stellwagen, for the purpose of navigating five of the vessels loaded with stones, and to be sunk at certain points along the coast of North Carolina, by directions from Washington? The harbor master, Mr. Millward, suggests that the above number of the right sort can be detailed, provided it be expedient, in your judgment, to let them go.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General JOHN E. WOOL, U. S. Army.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, to proceed to duty off Charleston, S. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 28, 1861.

SIR: You will proceed off Charleston, S. C., with the *Roanoke* and blockade that port until further orders, or until it is absolutely necessary for you to return to this place for fuel, etc. A memorandum of vessels intending to violate the blockade, with instructions in reference to neutrals, etc., is herewith furnished you. The steamers *Flag* and *Monticello* will be stationed off Charleston with you, and with their aid it is hoped you will effectually close that port.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Captain JOHN MARSTON, U. S. Navy,
U. S. S. Roanoke, Hampton Roads, Virginia.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Lardner, U. S. Navy, to proceed to Hatteras Inlet, North Carolina, for the command of U. S. S. Susquehanna.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 28, 1861.

SIR: You will take passage in the U. S. S. *Stars and Stripes* for Hatteras Inlet, North Carolina, and on your arrival take command of the *Susquehanna*, as directed by the Navy Department. You will follow out the instructions given to Captain Chauncey in relation to the blockade and rendering assistance to our people at Forts Hatteras and Clark.

A memorandum of vessels which intend to violate the blockade, with instructions in reference to neutrals, etc., is herewith furnished you.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Captain JAS. L. LARDNER, U. S. Navy.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Green, U. S. Navy, commanding U. S. ship Jamestown, to proceed to duty off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 28, 1861.

SIR: You will proceed off Cape Fear, North Carolina, with the *Jamestown* and blockade the entrance at Wilmington closely until further orders, or until it is absolutely necessary for you to return to this place for supplies.

A memorandum of vessels intending to violate the blockade, with instructions in reference to neutrals, etc., is herewith furnished you.

You will find the auxiliary steamer *Young Rover* and sailing bark *Gemsbok* now off Wilmington, which vessels will aid you in keeping a strict blockade.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander CHAS. GREEN, U. S. Navy,
U. S. Ship Jamestown, Hampton Roads, Virginia.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, to proceed to duty at Hatteras Inlet, North Carolina, in connection with sinking vessels loaded with stone.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 28, 1861.

SIR: You will take the schooners, which Commander Stellwagen will designate, in tow, and proceed with them to Hatteras Inlet, North Carolina, where you will remain until further orders. You will render all the assistance you can to Commander Stellwagen in carrying out the duty he is now engaged in. When he can dispense with your services and informs you of the fact, you will proceed to guard the inlet carefully and afford assistance, if called upon, to our troops thereat; also, you will be careful to guard against vessels attempting to violate the blockade. A memorandum of vessels which intend to violate the blockade, with instructions in reference to neutrals, etc., are herewith furnished you.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding REED WERDEN, U. S. Navy,
U. S. S. Stars and Stripes, Hampton Roads, Virginia.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to proceed to duty at Hatteras Inlet, North Carolina, in connection with sinking vessels loaded with stone.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 28, 1861.

SIR: You will take the schooners, which Commander Stellwagen will designate, in tow, and proceed with them to Hatteras Inlet, where you will render such service as may be required of you until Commander Stellwagen has finished the duty he is directed to execute. When that is finished, you will proceed to carry out your instructions of the 26th instant.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding D. L. BRAINE, U. S. Navy,
U. S. S. Monticello, Hampton Roads, Virginia.

Report of Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the capture of the schooners San Juan, Prince Alfred, and Baltimore.

U. S. S. SUSQUEHANNA,
Off Hatteras Inlet, September 28, 1861.

SIR: I have the honor to state for the information of the Department that I have this day captured the schooner *San Juan*, belonging to Elizabeth City, N. C., from Anguila, bound to Elizabeth City, N. C., by the way of Hatteras Inlet, with a cargo of salt, sugar, and gin.

I shall place a prize crew on board and send her to New York with directions to the prize master to hand her over, with the papers taken with her, together with her log book, to the judge of the U. S. district court. I also send two of the crew of the *San Juan* in her to New York to be used as witnesses, as directed by Flag-Officer Stringham.

Yesterday, a heavy gale springing up from the southeast making this a very exposed anchorage, I judged it prudent to proceed to sea during the violence of the gale. I remained on the inner edge of the Gulf Stream during last night, it blowing very heavy from southeast, and afterwards from the southward and westward, the gale being a rotary one. I was enabled to escape its violence by standing to the southward, while the gale was proceeding to northward and eastward. This morning, the weather having moderated, I returned to this anchorage, and while standing in for the land off Ocracoke Inlet discovered a strange sail, to which I gave chase, he showing no disposition to show his colors or heave to even after I had fired a gun for that purpose. Finding escape hopeless, he hoisted American colors and hove to. On boarding I found her to be the rebel schooner *San Juan*, as stated above. This vessel has already made a successful voyage from Elizabeth City to the West Indies and back before the blockade was established.

In this connection I may state a fact connected with the English schooner *Prince Alfred*, captured by this ship in the early part of this month and sent to Philadelphia for adjudication.

The prize master who delivered her over to the commissioner at Philadelphia informs me that he expressed a doubt as to the liability of the *Prince Alfred* to condemnation from the probable want of evidence against her, likewise stating that they were obliged to be very cautious in proceeding against vessels with English colors.

Nine out of ten of the vessels captured by our cruisers display the English flag in order to evade capture, and their papers being so skillfully disguised it is difficult to find evidence.

In reference to the *Prince Alfred*, the captain of the *San Juan* has stated that she is owned in North Carolina and was bound to one of the ports of that State with her valuable cargo of rum, sugar, etc., although the captain of the *Prince Alfred* declared he was bound to Baltimore.

This is testimony which would be valuable toward the condemnation of the *Prince Alfred* if the Department should deem it of importance.

It will be necessary that this ship proceed in a few days to Hampton Roads, her supply of coal being nearly exhausted, having been cruising five weeks.

I have the honor to be, very respectfully, your obedient servant,

JNO. S. CHAUNCEY,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

SEPTEMBER 29.

I this morning captured the schooner *Baltimore*, of Elizabeth City, N. C., from Turk's Islands, bound to Elizabeth City, after he had professedly cleared for Philadelphia.

He was standing in for the inlet. His cargo consists of salt, sugar, and coffee. He is leaking very badly and the salt nearly all destroyed by saturation.

It is very doubtful if it is worth while to make the attempt to send her north for adjudication. I shall place her for the present within the inlet, as she is not safe outside.

Very respectfully,

JNO. S. CHAUNCEY,
Captain.

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding the disposition of prizes.

U. S. STEAM SLOOP PAWNEE,
Hatteras Inlet, September 28, 1861.

SIR: I have the honor to acknowledge the receipt of your communication* dated 23d instant. In answer I have to state that two of the prizes captured here, the *Susan Jane* and *Mary Wood*, have been sent to Philadelphia for adjudication, as stated in my letter to the Department dated the 11th instant. The remaining two, the *Harriet Ryan* and *Ocean Wave*, are here, and will be sent north before I leave the inlet

Very respectfully, your obedient servant,

S. C. ROWAN,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary Navy, Washington, D. C.

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, of the recapture of the brig H. C. Brooks and schooner Henry Nutt.

U. S. STEAM SLOOP PAWNEE,
Hatteras Inlet, September 28, 1861.

SIR: In compliance with your order of the 23d instant, I have to report the recapture of two vessels found in this inlet when we took possession of it. One of them is a hermaphrodite brig called the *H. C. Brooks*. She was anchored near Fort Hatteras and ready for sea. When this brig was captured by the rebels, her cargo was confiscated and a cargo of rebel property put on board for Liverpool, consisting of cotton, spirits of turpentine, and tar. This brig is the property of loyal citizens of the United States. Her present cargo is fair prize to the squadron. She has been sent to Hampton Roads to the order of Flag-Officer Stringham. The schooner recaptured here is called the *Henry Nutt*. She has the same cargo (mahogany) in now that she had when she was captured by the enemy. I consider the schooner and cargo the property of loyal citizens of the United States. I found this schooner hard aground near the upper bulkhead when I entered the inlet, and

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* See p. 248.

have succeeded in forcing her down to the lower bulkhead, where she is now hard aground. I hope to be able to pull her off on the first very high tide. If I fail, she must be lightened. I shall afford Captain Baker every assistance in my power to extricate his schooner, and shall apply to Captain Chauncey in the offing for men to assist in rafting the mahogany, should it be absolutely necessary to discharge the vessel. As soon as she is afloat she will be sent to Philadelphia in charge of a prize crew, with Captain Baker as a passenger. There were no papers of any kind found on board either of these vessels.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commander, U. S. Navy.

G. V. FOX,
Assistant Secretary Navy, Washington, D. C.

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding howitzers.

U. S. STEAM SLOOP PAWNEE,
Hatteras Inlet, September 28, 1861.

SIR: The two howitzers named in your letter* of the 25th instant are particularly required here at present by the Army. I requested Colonel Hawkins to make a statement in writing showing the necessity of retaining these guns, which, if received in time, will be enclosed.

The army of occupation here has no fieldpieces, and it would be well to allow the guns to remain as long as you can spare them; they will be useful afloat in the sound at some future time. One of the wheels of the field carriage is broken, and requires a new one. If you allow them to remain, it is very desirable to furnish them with ammunition.

Very respectfully, your obedient servant,

S. C. ROWAN,
Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Flagship Minnesota, Hampton Roads.

Letter from Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the disposition of vessels.

U. S. S. PAWNEE,
Hatteras Inlet, September 26, 1861.

SIR: In every communication that I have made to the Department or the Commander in Chief I have urged the necessity of sending tugs of light draft to operate in the sound. One of the tugs arrived on the 23d, and was dispatched on special service the following morning with a small detachment from this ship under Lieutenant Eastman. Another tug (*Ceres*) arrived to-day, and was immediately dispatched on a reconnoissance up the sound, accompanied by the *Putnam*.

It was my intention to start early to-morrow morning with the *Putnam*, *Ceres*, and *Fanny* and make an examination of certain parts of the

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* See p. 253.

sound and verify the truth of reports that have reached me. I find, however, that your order to the *Ceres* takes the control of that vessel out of my hands, and your order to the commander of the *Putnam*, which he showed me this evening, directing him to report to you, is evidence to me that you intend assuming the control of that vessel also.

If you consider it the duty of the commanders of these vessels to report to you (I do not so interpret their orders), it would have been more to the interest of the Government for you to have ordered the commander of the *Ceres* to report for duty to me, and I should have been able to proceed to-morrow morning on the service already alluded to.

The tug *Putnam* leaves here early in the morning to report to you, in obedience to your order. Will you be pleased to inform me whether you intend ordering the commanders of the tugs to report to me for service, or keep them under your immediate command?

Very respectfully, your obedient servant,

S. C. ROWAN,
Commander, U. S. Navy.

Captain J. S. CHAUNCEY,
Commanding U. S. S. Susquehanna, off Hatteras Inlet.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the purchase in London of steamers Bermuda, Adelaide, and Victoria.

NAVY DEPARTMENT, *September 28, 1861.*

SIR: I enclose herewith for your information extracts from a letter furnished this Department by the honorable Secretary of State, from the U. S. minister at London, dated the 6th instant, relating to the purchase and equipment of the steamer *Bermuda* and to the purchase of the steamers *Adelaide* and *Victoria*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron.

[Enclosure.—Extracts.]

Confidential.] LEGATION OF THE UNITED STATES,
London, September 6, 1861.

SIR: * * * There is no doubt that the house of Fraser, Trenholm & Co., of Liverpool, with which Mr. Prioleau is actively associated, has been the main channel through which the purchase and equipment of the *Bermuda*, which sailed on the 18th ultimo, were conducted. The dispatch of that vessel is the most effective thing that has been done here, and if her 70 tons of gunpowder should reach their destination it would be a most important agent in continuing the war, not to speak of clothing and the minor aids and comforts of the rest of her cargo.

Of my want of success in preventing the departure of that vessel you are already apprised.

* * * * * * *

I am informed that negotiations are in progress at this place for the purchase of two steamers, the *Adelaide* and the *Victoria*, for delivery at Charleston, and that the condition, which is the payment of the

money into the hands of some third party in London, to be delivered over on the fulfillment of the contract by the sellers, has not yet been complied with. But of this you will doubtless gain more particulars from the industry of Mr. Morse.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State, Washington, D. C.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting copy of blockade instructions to officers, issued September 28, 1861.

[U. S. FLAGSHIP MINNESOTA,]
[*Hampton Roads, Virginia,*] *November 19, 1861.*

SIR: I beg to send to the Department this printed copy of my instructions to officers engaged on blockading service.

Most respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

[SECRETARY OF THE NAVY.]

[Enclosure.]

SEPTEMBER 28, 1861.

All officers commanding vessels employed on blockading service belonging to the squadron under my command are to be governed by the following general directions in the discharge of their duties:

1st. Duly notify neutrals of the declaration of the blockade and give to it otherwise all the publicity in your power.

2d. The blockade must be strict and absolute, and only public armed vessels of foreign powers are to be permitted to enter the ports which are placed in a state of blockade.

3d. Protect our commerce from the depredations of privateers and, as a matter of course, capture them and all other vessels of the enemy whenever you can do so without being seduced away from your station.

4th. A lawful maritime blockade requires the actual presence of an adequate force stationed at the entrance of the port sufficiently near to prevent communication. The only exception to this rule arises out of the occasional temporary absence of the blockading vessels produced by accident, as in the case of a storm, which does not suspend the legal operation of a blockade, and to take advantage of such an accidental absence is a fraudulent attempt to break the blockade and will justify the application of penalties.

5th. A neutral or foreign vessel proceeding toward the entrance of a blockaded port is not to be captured or detained if she shall not have received previously from one of the blockading squadron a special notification of the existence of the blockade. This notification must be inserted in writing on the register and muster roll of the neutral vessel by the cruiser which meets her, and it should contain the announcement, together with statements of the day, and the longitude and latitude in which it was made.

6th. Until the ports are closed by proclamation (that is, declared to be no longer ports of entry) the warning just mentioned is to be con-

tinued to vessels instead of capturing at once, as will be the case when they come to be so closed.

7th. Vessels leaving guarded insurgent ports without legal clearances are to be seized and sent in for adjudication. If it be claimed that there is not an effective blockade, and therefore that they are entitled to depart, still they must not disregard our municipal laws and the requirements of the National Government.

8th. On the coast of North Carolina, more particularly, there is an extensive scheme of deliberately concerted measures to evade our vigilance and disregard our laws. This must be broken up, and every effort is to be made to accomplish the purpose effectually.

* 9th. Vessels with contraband goods on board approaching any of the blockaded ports, or vessels that may have cleared for any of those ports, or be found, with a due warning on their papers, hovering about any of them, are all to be seized and sent in for adjudication.

L. M. GOLDSBOROUGH,
Flag-Officer.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Stellwagen, U. S. Navy, to proceed to the duty of obstructing the inlets of North Carolina by sinking vessels loaded with stone.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 29, 1861.

SIR: You will take passage on board the U. S. propeller *Monticello* and proceed to the coast of North Carolina for the purpose of directing and superintending the blocking up of Oregon, Loggerhead, and Ocracoke inlets, by placing obstructions over the inner bulkheads, not on the outer bars, but at the line of meeting of the waters of the sea and of the sound inside the headlands. The U. S. propeller *Stars and Stripes* will accompany the *Monticello*, and each vessel is to take two of the schooners intended to be sunk at the above places in tow. The commanders of these vessels will be directed by me to follow out your wishes in the premises and to remain with you as long as you may judge necessary. After you have done with the *Monticello*, she is to go off Charleston under the orders already given to her commander, but the *Stars and Stripes* is to remain about Hatteras Inlet and take the place of the *Pawnee*, ordered to Washington. You will find at Hatteras Inlet the tugs *Tempest*, *Ceres*, and *General Putnam*, in the employ of the Government. Use these vessels as you may think fit to carry out your duties, but the *Tempest* is to be discharged as soon as she can be spared. This service of blocking up the above places is to be performed thoroughly and speedily, and after it has been executed you will return to Washington to take command of the *Hetzel*. You will, if practicable, report to me as you progress in your work. When it shall have been finished, you will report to me accordingly.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander HENRY S. STELLWAGEN, U. S. Navy.

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* This (the 9th) paragraph was not in the original copy, but was added October 11, 1861. See p. 307. —COMPILERS.

Letter from Commander Stellwagen, U. S. Navy, to the Assistant Secretary of the Navy, regarding the blocking of the inlets of North Carolina with vessels loaded with stone.

Unofficial.] U. S. S. MONTICELLO,
Old Point, September 29, 1861.

MY DEAR SIR: I was in hopes of getting back speedily to fit out the *Hetzel*, etc., but Flag-Officer Goldsborough has ordered me down to Hatteras forthwith to sink the vessels on the bulkheads (not the outer bars under any circumstances) and to report to him in writing how [it can be done]. With the small means, if the enemy are in force, it can not be done but at great risk and probable delay. I, of course, will do the best that can be, but it will depend on state of things there on my arrival what will be most proper. It would not be wise or manly to risk an almost certain chance of failure. There is an evident soreness about the orders for this duty, and I only wish I were free of it, as there is but little inclination to give facilities or to feel cordiality toward the agents employed.

If you can arrange for me to return when I have done all that the state of things warrant, I shall be much obliged. I understood you to say the commodore was charged with the work, and that I was to give him all information about schooners, when hired, etc., and return to prepare myself for sea. I supposed that in case of great difficulties presenting, we, of course, would delay until success should be certain. This can only be decided by judgment of a person on the spot.

I write in great haste and unofficially. Excuse the trouble, etc. The steamer will soon leave, so I write in the bustle of starting.

H. S. STELLWAGEN.

Hon. G. V. FOX,
Assistant Secretary Navy.

Vessels purchased for Hatteras.

First six, or lightest, should be reserved for canals.

1. Schooner J. Alexander, Captain Miles and 2 men.
2. Schooner E. Goldsborough, Captain Stone and 2 men.
3. Schooner Alvarado, Captain Harrington and 2 men.
4. Schooner South Wind, Captain Todd and 2 men.
5. Schooner Somerfield, Captain North and 2 men.
6. Schooner Friendship, Captain Skinner and 2 men.

The above can be sailed down by their crew.

7. Cambria, Captain White and 1 man.
8. Augustus Holly, Captain Carlisle and 1 man.
9. G. P. Upshur, Captain Jones and 1 man.

The above crews to be discharged; also Captain Wilson.

10. Mary Frances.
11. William W. Burns.
12. Orion.
13. Sarah Bibbey.
14. Southerner.
15. W. L. Bartlett.
16. Patriot.
17. Hero.
18. William L. Jones.
19. Ed. Thompson.

The naval brigade has care of above vessels. They must be towed down.

20. Mary and Hetty is at Hatteras Inlet.
21. Southerner is at Hatteras Inlet.
22. Delaware Farmer (title disputed) is to be returned.

Respectfully,

H. S. STELLWAGEN,
Commander.

G. V. FOX,
Assistant Secretary Navy.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Commanding Murray, U. S. Navy, commanding U. S. S. Louisiana.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 29, 1861.

SIR: After the *Congress* anchors at Newport News you will come to this place with the vessel under your command, and, if necessary, coal and prepare her for immediate service.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding ALEX. MURRAY, U. S. Navy,
U. S. S. Louisiana, Newport News, Va.

Report of Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, regarding the position and strength of Fort Macon, N. C.

U. S. S. ALBATROSS,
Off Beaufort, N. C., September 30, 1861.

SIR: I have sent the *Cambridge* to replenish her coal, and shall have to follow early next week; meantime I will guard, as closely as it is possible for one vessel to do, this port and the several inlets that communicate with it. I may as well say, however, that to do this effectually to Cape Fear the constant presence of three vessels is needed. On the 19th instant Mr. Walker, the English vice-consul for the ports of North and South Carolina, came off with a flag of truce and demanded permission for the British ships *Alliance* and *Gondar*, now loading at Beaufort, to pass the blockade. As he showed no authority for making the demand, I at once refused. On the 20th he returned and read a letter which he had received in the interval from Mr. Bunch, the consul-general resident at Charleston, S. C., requiring him to demand in the name of the Queen a free passage for the before-named ships to pass the blockade force, and offered copies of affidavits from their masters, as well as from the commanding officer at Fort Macon, in proof that the blockade had not been established before the 6th instant. On reflection, I thought it most prudent to decline giving a decided answer to his demand; but I shall capture them if they attempt to pass. In this connection it may be as well to state that the *Alliance*, which was reported to have entered Beaufort with a large quantity of arms, had none at all, her cargo consisting of railroad iron and coal only.

Thinking the expedition now fitting out under your command may be destined for this place, I have taken some pains to examine the position and strength of Fort Macon, and jot it down for what it is worth. The fort has been very much strengthened in the last twenty days. The barbette guns have been protected and obstructions removed in front of the casemates.

I estimate that as many as seventy-five guns are now in position, and others are being added daily, including a number of rifled cannon. Besides the garrison, about 2,000 men are cantoned outside the fort. The place can be carried, but it will require 10,000 men to cooperate with the fleet. The fleet can form in line outside the bank at a distance of a mile and a half in 4½ fathoms water; the troops can easily land on Shackleford and Bogue banks, out of range, and, supplied with sandbags, can in a single night secure themselves from attack. They can

then advance their work at pleasure on Shackleford to within a mile and a half of Macon, and on Bogue as near as half a mile; and under this triple fire from as many points the fort, I think, must fall, and the garrison can not escape.

You must make a grain of allowance for these opinions, but they can not be far from correct.

As for prizes, this is a dead sea; no vessel has made an attempt to enter or depart from this port, though doubtless small crafts run in and out of the inlets occasionally.

I am, sir, very respectfully, your obedient servant,

GEO. A. PRENTISS,
Commander, U. S. Navy.

[L. M. GOLDSBOROUGH.]

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding the erection of Confederate batteries on Roanoke Island North Carolina.

U. S. S. PAWNEE,
Hatteras Inlet, September 30, 1861.

SIR: Since the date of my last communication a negro man came down from Roanoke Island, having made his escape on the night of the 19th instant, in company with another colored man, and reports that the enemy has destroyed Bodie's Island light-house. He had constructed and completed a fort at Pork Point, on Roanoke Island. He has destroyed the fort at Oregon Inlet and transferred the guns (17 in number) to the fort on the island; 400 negroes were employed in constructing this fort. These negroes are now on the Croatan side constructing a fort on Caroon's Point, not far north of the light-house. A third fort is being erected on Doe's Point, the extreme northwest end of the island.

My informant states that 1,600 Georgia troops, from Portsmouth, Va., arrived on the island before he left. There were no troops on Croatan side when he left. They were expected there from Norfolk.

Steamers bring supplies from Albemarle Sound to the island, and the steamer *Coffee* brings munitions of war there from Norfolk. She mounts two guns. Two tugs, the *Putnam* and *Ceres*, arrived between the 23d and 27th. The former I dispatched on the 24th to make a reconnoissance at Ocracoke Inlet. Lieutenant Eastman, whom I sent on this service, reports all quiet there, the fort still smoldering. The enemy arrived next day after the destruction of the guns and fort, and, finding nothing left, contented himself with taking away the anchor and chain from the burned light-ship.

The *Spaulding* arrived here on the 27th instant with a regiment of Indiana troops. I gave Colonel Hawkins every facility in my power to transport the troops to the vicinity of Loggerhead Inlet. I have also directed the tug *Putnam* to remain there and blockade the Croatan Sound.

The *Monticello* has not made her appearance yet. I regret this exceedingly, as there is no person here to take command, and the vessels at anchor, some of them with provisions, including 30 barrels whisky, I am compelled to leave without a soul in charge.

I informed Captain Chauncey of the state of the things inside, and requested that he would send a lieutenant to take charge.

If the *Monticello* does not arrive I shall order Acting Master Elliott, now commanding the tug *Ceres*, to remain here and take charge of all the public property belonging to the Navy until the arrival of some senior officer.

The schooner *Dan Mersham* arrived last week from Philadelphia with 280 tons of coal. I filled up, and there still remained in the schooner about 60 tons after supplying the tugs. The schooner *Pequennock* arrived to-day from Hampton Roads with 220 tons of coal. I will leave here as soon as the bar is smooth enough. This ship's draft is 11 feet, and there are but 12 feet on the bar. I ordered Pamlico Sound pilots to the two tugs, *Putnam* and *Ceres*, and detached their Potomac pilots and ordered them as prize masters to the two prizes yet here, the *Harriet Ryan* and *Ocean Wave*. I put prize crews on board these vessels. The former will sail for Philadelphia as soon as the wind shifts from the northeast. The latter is hard aground, and I fear it will be difficult to get her off.

If the *Monticello* does not arrive before I leave, I shall order Acting Master Elliott, commanding the tug *Ceres*, to remain in charge of the public property.

The naval brigade has been my great dependence in guarding the stores and taking care of the vessels. They are ordered to take passage in the *Spaulding*, which leaves the vessels without anyone on board. If you expect to hold this inlet the brigade is essential. They are sailormen and are delighted to serve with the Navy.

Can't you have half the regiment placed under your orders?

The two tugs are wretchedly fitted out, and the *Ceres* is not half manned.

I have the honor to be, very respectfully, your obedient servant,

[S. C. ROWAN,]
Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Flagship Minnesota, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, regarding blockade duty.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 30, 1861.

SIR: You will proceed with the vessel under your command off Chincoteague Inlet, Virginia, and closely blockade it and the coast in its vicinity until further orders, or until it is absolutely necessary for you to return to this place for fuel, etc.

Memoranda of vessels which intend to violate the blockade and have powder, etc., landed and conveyed to western Virginia are herewith furnished you.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding ALEX. MURRAY, U. S. Navy,
U. S. S. Louisiana, Hampton Roads, Virginia.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Acting Master North, U. S. Navy, commanding U. S. S. John L. Lockwood, to proceed to blockade duty at the mouth of York River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, September 30, 1861.

SIR: You will proceed with the steamer *Lockwood* under your command to the mouth of York River, for the purpose of preventing the ingress and egress of all vessels thereat. You will be very diligent in performing this service. Pungies are used thereabouts to supply the enemy with provisions, particularly in and around Mobjack Bay. Capture all that you find so engaged or trading with the enemy in any way.

Communicate with me by letter as often as practicable, and thus keep me advised of your proceedings. Remain at and about your station until you receive further orders, or until your supply of provisions is exhausted. Be careful of your coal and guard well against a surprise.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH.

Acting Master NORTH,
Commanding U. S. S. Lockwood, Hampton Roads.

Letter from Colonel Hawkins, U. S. Army, commanding Fort Clark, N. C., to Captain Rowan, U. S. Navy, commanding U. S. S. Pawnee, regarding guns.

FORT CLARK,
Hatteras Inlet, North Carolina, September 30, 1861.

DEAR SIR: I consider the two guns left by Commodore Stringham essential for the proper defense of the port. I am in want of cartridges, shell, and shot for each of them, and one carriage wheel.

Most faithfully, your obedient servant,

RUSH C. HAWKINS,
Colonel, Commanding Post.

Captain S. C. ROWAN,
Steamer Pawnee.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding the ship Thomas Watson.

NAVY DEPARTMENT, *September 30, 1861.*

SIR: Mr. John T. Smith, of the Merchants' Exchange, Boston, has communicated the following information:

The correspondent of the exchange writes, under date of September 14, from Liverpool, that the ship *Thomas Watson* sailed previous to that date for Charleston with a cargo of salt and munitions of war.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH.

Letter from Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, requesting a lieutenant to command in his absence from the inlet.

U. S. S. PAWNEE,
Hatteras Inlet, September 30, 1861.

SIR: I am ordered to proceed to a certain point by a certain time. I shall therefore leave here at first favorable condition of the bar to morrow.

The *Monticello* was to have relieved me. I shall not wait for her. I can not make any arrangements about your people in the schooner. If you can spare one of your lieutenants, I should like to put him in command afloat in the inlet and send him with both tugs to blockade.

The tugs are commanded by acting masters from civil life, who are ignorant of the necessary preparations for defense, and ought not to be sent away without a lieutenant. When the *Monticello* arrives, your officer could rejoin your ship.

Very respectfully, your obedient servant,

S. C. ROWAN,
Commander, U. S. Navy.

Captain J. S. CHAUNCEY,
Commanding U. S. S. Susquehanna.

Letter from Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee, to Captain Chauncey, U. S. Navy, commanding U. S. S. Susquehanna, regarding the prize schooner Henry Nutt.

U. S. S. PAWNEE,
Hatteras Inlet, September 30, 1861.

SIR: The prize schooner *Henry Nutt* is afloat and ready for sea. Will you have the goodness to send in an officer and prize crew to work her to Philadelphia?

The Department informed me that Captain Baker, the owner and commander of the schooner at the time of her capture, arrived in the *Spaulding* and will return in her as passenger, by direction of the Department.

Your prize schooner has a puncheon of rum and wine on board. The officer sent me word last night that the crew were all drunk, and requested me to take the liquor out. I would have done so to-day, as hurried as I was, had I any place to stow it. The provisions for the Navy now here are in one of the light ships and a hulk and were guarded by the naval brigade, but the naval brigade has been ordered to Fortress Monroe in the *Spaulding*, and the vessels left without any-one to take care of them. The whisky (30 barrels) is in the lead-colored light-ship, stowed under the cargo. It can not be reached without breaking out the cargo.

I regret to learn that you purpose leaving here soon. The public will suffer if you leave before the arrival of some vessel in the inlet. I shall order Acting Master Elliott to remain here in charge of the public property, and to report to you for any instructions or advice you may be pleased to give to one so unfamiliar with the duties of his position.

I have particularly to request that you remain until I get safely over the bar. I draw 11 feet, and there are but 12 feet of water on the bar.

Should this ship ground on the bar she would soon go to pieces without your aid. I shall go out to-morrow if the pilot is willing. He says the bar must be smooth before he attempts it.

Very respectfully, your obedient servant,

S. C. ROWAN,
Commander, U. S. Navy.

Captain J. S. CHAUNCEY,
Commanding U. S. S. Susquehanna, off Hatteras Inlet.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, forwarding information regarding supposed blockade runners from Halifax, Nova Scotia.

NAVY DEPARTMENT, *October 1, 1861.*

SIR: I enclose herewith for your information a copy of a telegram received from Mr. M. M. Jackson, U. S. consul at Halifax [Nova Scotia], in relation to the schooners *Christian* and *Emery*, which it is presumed will attempt to run the blockade.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Enclosure.—Telegram.]

HALIFAX [NOVA SCOTIA],
September 28, 1861.

The schooner *Christian*, an American-built schooner, sailed from here under British colors on the 26th instant, intending, I am satisfied, to run the blockade either at North Carolina or Florida. The schooner *Emery* sailed about the same time for a similar destination.

M. M. JACKSON,
Consul.

Hon. G. WELLES.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the U. S. S. Iroquois.

NAVY DEPARTMENT, *October 1, 1861.*

SIR: The *Iroquois* is expected in Hampton Roads on the 5th of October. Let that vessel be prepared immediately for sea and await the orders of the Department. If she requires repairs which can not be done there, send her at once to Baltimore, if they can be effected at that port; otherwise to New York.

Detach Commander S. P. Lee as early as practicable from the *Vandalia*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron, etc.

Capture of the U. S. Army steam tug Fanny, October 1, 1861.

Report of Commander Rowan, U. S. Navy, commanding U. S. S. Pawnee.

U. S. S. PAWNEE,
At anchor, off Alexandria [Va.], October 5, 1861.

SIR: I have the honor to report that I anchored here at 1 o'clock this evening, having left Hatteras Inlet at 5 o'clock on the evening of the 3d instant, touching at Hampton Roads and communicating with the commander in chief.

The *Monticello* and *Stars and Stripes* arrived at the inlet on the 1st instant; the former anchored in the offing and the latter anchored near this ship in the harbor.

I told Lieutenant Commanding Werden that I was prepared to cross the bar as soon as the pilot was willing to risk the ship, and I would transfer the command inside to him.

On the morning of the arrival of these vessels, Colonel Hawkins dispatched the steam tug *Fanny*, armed with two rifled cannon on the bows, and crews from his own command to fight them, together with thirty to fifty of the Indiana regiment, and a large quantity of clothing, ammunition, provisions, etc., to Chickamicomico for the supply of the troops recently stationed there.

It appears from the statement of the captain and mate, copies of which are enclosed, that the *Fanny* anchored off the camp ground about 1 o'clock p. m. The enemy appeared about 4 o'clock, and the boat was run on shore and surrendered at 5 o'clock p. m.

The *Putnam*, that should have been there to give countenance and support to these panic-stricken people, left her station on the arrival of the *Fanny* and arrived at the bulkhead at sundown the same evening, where she grounded for the night. I asked Captain Hotchkiss why he left without orders. He replied that he came down for coal. I told him he could have obtained coal from the *Fanny*.

Early in the morning of the 2d the news of the capture of the *Fanny* reached Colonel Hawkins, who immediately came to me for force to transport provisions for supply of the troops. I informed the colonel that I was going to sea as soon as I could get out; that I had transferred the command in the inlet to Lieutenant Commanding Werden, suggesting at the same time the propriety of getting proper officers from the *Susquehanna* to command the expedition, and one or two of her launches. I addressed a letter to Captain Lardner and sent the colonel and Captain Werden out to consult with that officer. During the absence of these officers, I had the two tugs coaled, watered, and provisioned.

The officers returned from the *Susquehanna* with two competent officers and an armed launch and twenty-five well-trained men.

The tugs were loaded that night and the expedition left early next morning (the day of my departure); nothing was heard from them up to 5 o'clock that evening. I hope Lieutenant Bankhead will be able to do the work successfully, but do not myself think it a certain thing by any means. The enemy has now, with the addition of the *Fanny*, four well-armed tugs, and unless we send more force, he commands the sound.

I have on board as prisoners two of the crew of the prize schooner *Ocean Wave;* the officers and crew of the captured *Fanny* I landed at Fortress Monroe.

Having completed the platform and circles for the army 10-inch columbiad, I had the pleasure of mounting the gun on its carriage ready for service on the day of our departure from the inlet.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure No. 1.]

Statement of the master of the Fanny.

U. S. S. PAWNEE,
Hatteras Inlet, October 1, 1861.

I left in the steamer *Fanny* at 6 a. m. for Chickamicomico, or Loggerhead Inlet, arriving there at 1 p. m. We anchored in about 8 feet of water, and waited there two hours and a half before we got communication from shore.

They then fetched a flatboat off and loaded her with an assorted cargo of stores, tents, etc. When the boat had shoved off and got about two-thirds of the way on shore, we saw a steamboat to the westward about 4 p. m., which proved to be one of the enemy. She was standing to cut off our retreat, and in a short time two more appeared, steering directly for us. The first one then stood in and commenced firing upon us, and as soon as the other two came up they did the same. We returned their fire with nine shots, striking one of the boats in the bow. Then Captain Hart, of the Twentieth Indiana Regiment, suggested [to] us to surrender, saying that it was no use fighting against such odds, and requested us to hoist the white flag.

The mate of the boat and a few soldiers turned to and threw overboard some thirty cases of ammunition, and Captain Hart forbade them to throw any more overboard. We likewise requested the sergeant-major to throw the cannon overboard, which he refused to do, saying it would be worse for them if they were taken prisoners.

Captain Hart then requested the chain to be slipped and the boat run ashore, which was done. The white flag was then hoisted, and the crew of the boat then left in their boats. We endeavored to get boats to carry the soldiers off of the *Fanny*, but could not do so.

To the best of my opinion they had plenty of time, from our arrival to that of the enemy's boats, to have got everything on shore from the *Fanny*, if sufficient boats had been employed in the transportation of the stores, so that we could have destroyed the *Fanny* before she should have fallen into the hands of the rebels.

We left there about 6 p. m. in a canoe, and arrived here about 7 a. m. on the 2d instant.

Very respectfully, your obedient servant,

J. H. MORRISON,
Master Steamer Fanny.

[Enclosure No. 2.]

Statement of the mate of the Fanny.

U. S. S. PAWNEE,
Hatteras Inlet, October 2, 1861.

I left here in the steamer *Fanny* for Loggerhead Inlet at 6 a. m. on the 1st instant, and arrived there about 1 p. m., and anchored in 8 feet

of water, where we waited about an hour and a half. The captain thought the colonel of the regiment should be there to receive the stores, and said he would go and send for him, when a boat came alongside, which we loaded with an assorted cargo.

The captain saw a side-wheeled steamer coming, which he thought was a flag of truce. Soon after two more boats hove in sight; the former one then approached to within 1½ to 2 miles of us and commenced firing at us.

Captain Hart, of the Twentieth Indiana Regiment, then asked me what he should do. I told him he might do as he liked; he proposed surrendering, and asked me for a white sheet to hoist as a flag of truce. I gave him a white shirt, but told him I would not hoist it until they had injured us. The enemy then fired at us, which we returned with eight or nine shots. He asked me what he should do. I told him he could either attack the boats or run her ashore. I got some of the men to throw from thirty to forty boxes of ammunition overboard, and I myself threw two casks of bacon over. I tried to get him to throw the cannon overboard, but Sergeant-Major Peacock refused to do so, saying it would be worse for them if taken prisoners. I had then to go to the wheel, and as soon as I left they discontinued throwing the cases of ammunition overboard.

Captain Hart, Sergeant-Major Peacock, and a lieutenant came to me and asked what should be done. I told them they had charge of the boat and I would do just as they ordered me.

We could have thrown the guns over in 8 feet of water and then moved in farther 400 or 500 yards to the shore before we would get in shoaler water, but Captain Hart would not allow me to do it, and told me to slip the cable, and after going about 500 yards we ran her hard on shore, the engineer having opened the engines for that purpose. I asked him to let the men jump overboard, there being only 5 feet of water, but he refused to let them.

In the meantime Sergeant-Major Peacock fired a shot at the rebels and knocked down a stanchion of the *Fanny's* house.

After running her ashore I saw no use of staying by her, and told Captain Hart so. I told him we were not commissioned officers, and asked him to let me go ashore, which he granted. I told him I would try and procure boats to put them off the *Fanny*, even if I had to pull them off myself, but after I left him the three boats belonging to the enemy had charge of her.

I left the place at about 5 p. m. on the 1st and arrived here about 7 o'clock on the morning of the 2d instant.

Very respectfully, your obedient servant,

GEORGE H. RIDGELY,
Mate Steamer Fanny.

Report of Colonel Wright, C. S. Army, commanding forces on Roanoke Island, N. C.

HEADQUARTERS FORCES,
Roanoke Island, October 2, 1861.

GENERAL: I have just returned from an expedition against the Yankees. We received information yesterday morning that the Yankees were about landing men near Chickamicomico, and immediately left this post, taking 150 men on board the steamers *Curlew*, *Raleigh*, and *Junaluska*, Commodore Lynch being in command of these vessels.

At 5 o'clock p. m. we came in sight of a steamer (Federal), which proved to be the *Fanny*, having on board a quantity of quartermaster and commissary stores for the Twentieth Indiana Regiment, in command of Captain Hart. After an engagement of thirty-five minutes the *Fanny* surrendered and we made prisoners of the entire force—47 men, 2 officers, and 1 negro. The *Fanny* mounted two rifled cannon and made a gallant resistance, but the superior weight of our guns gave us the advantage. The gun of the *Curlew* was manned by a crew from Captain McWhorter's company, of this regiment, and worked their gun beautifully. All behaved well. We had to return for want of fuel, and I am now engaged with all my men cutting wood, and as soon as I can get a supply we will return and endeavor to capture the Federals who are encamped at Chickamicomico. We can not send the prisoners up to-day for want of fuel. Indeed, we are almost helpess here on this account. We will demolish the light at Hatteras if we do no more. The captured Federals report a large force at Hatteras, but I think we can manage them.

Among the captured stores are a number of coats (over), which my men need very much. May I not distribute them among my men? I am taking an inventory of the stores, and will send it on to you when completed.

Look out for something stirring in a few days. Commodore Lynch and myself get along finely, each cheerfully cooperating with the other.

Respectfully, your obedient servant,

A. R. WRIGHT.

Brigadier-General BEN. HUGER.

No one injured on either side. We captured a large quantity of fixed ammunition, powder, shells, etc. Colonel Butler, who will hand you this, can give you some particulars.

A. R. W.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, giving information regarding operations of blockade runners.

Confidential.] NAVY DEPARTMENT, *October 2, 1861.*

SIR: The following information has been given to the Department, viz:

Vessels owned by secessionists in Worcester County, Md., trading to New York, clear from New York to Worcester County with goods of all kinds, and after being delivered in said county are afterwards sent in the night down Chincoteague Bay to secessionists in Accomac and Northampton constantly, and I think on a large scale, many passing between midnight and day, by land, through agents in Sandy Hill, Snow Hill, Girdletree Hill, Berlin, and St. Martin's, near the Delaware line, quantities of powder, etc.

Armed bands are frequently visiting the island (Chincoteague) and are driving loyal citizens away. The island is loyal and needs defense.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding steamer Bermuda.

Confidential.] NAVY DEPARTMENT, *October 2, 1861.*

SIR: Below you have a copy of a letter received at this Department.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads, Virginia.

[Enclosure.]

THOMPSON, CONN., *September 30, 1861.*

From information perfectly reliable in my possession, a new screw steamer, *Bermuda*, ironclad, from Liverpool, about 1,500 tons, Peck, master, arrived at Savannah September 16, 1861. Her cargo, 18 rifle cannon, 32-pounder, 42-pounder, and two 168-pound[er] Lancaster guns, with all necessary carriages and equipments, powder, shot, etc., for action, 6,500 Enfield guns, some 200,000 or 300,000 cartridges for these guns, 60,000 pair army shoes, 20,000 blankets, 180 barrels gunpowder, large quantity of morphine and quinine, and other medical stores, together with many other articles of more than money value to the rebel Army. Her cargo in Liverpool cost $1,000,000. Her armament was two 12-pounder rifled guns on a side, and she is fitting for active service. She is destined for capturing California steamers, Commander Totten [Tattnall] in command. She was twenty-nine days on passage from Liverpool and touched at Falmouth and Madeira for coal. Two more steam ironclad frigates are expected on the coast by the 15th October.

When the *Bermuda* was loading and when she cleared she was supposed to be a supply boat for the royal navy, and cleared for some port in the West Indies.

She was owned by Englishmen, but her cargo principally in South Carolina; private speculation.

My informant had this from the mate of the vessel by word of mouth. He has just arrived from the South to his home from a year's sojourn on the Georgia coast, and knows something of its defenses. Much more information is doubtless in his possession.

Telegraph to General Pratt, of this place, to know who I am, if this information is of value.

In haste, etc.,

JEREMIAH OLNEY.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Stellwagen, U. S. Navy, regarding the impossibility of blocking the inlets of North Carolina with vessels loaded with stone under the existing condition of affairs.

HATTERAS INLET, *October 2, 1861.*

SIR: I have to report arrival here yesterday after a stormy passage, after parting hawsers six times, losing a man (one of the coast guard),

who was struck in the throat by a hawser, knocked overboard, and drowned; we had to abandon one of the vessels. The *Stars and Stripes* also lost a schooner. Lieutenant Commanding Braine made every exertion to save the man, but without avail.

The state of affairs here is so critical that the duty of blocking up the inlets is impossible. The steam tug *Fanny*, I am informed, was captured yesterday in trying to take provisions to the detachment of our troops at Chickamicomico, near Loggerhead Inlet, 45 miles distant by water. The enemy fell on her with three steamers. She had the best armament of all the tugs, one being a Sawyer's rifle gun. It is the impression here that our troops will have to fall back, as we can not expect to use the sound with present force of steam tugs to send them supplies. This is very serious; two or three more light-draft vessels would have prevented it.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron.

I should like to return to fit vessels, as nothing can be done here.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Lardner, U. S. Navy, commanding U. S. S. Susquehanna, to proceed to Beaufort, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 2, 1861.

SIR: If your supply of coal, etc., be sufficient for the purpose, I wish you, on the receipt of this, to proceed off Beaufort, N. C., and remain there, carefully blockading that place until the *Albatross* can come here, recoal, and return. If it is not sufficient, return here forthwith to replenish it. If possible, however, go to Beaufort, as there are two English vessels in that harbor which require vigilant attention, independently of others, of which we have accounts, determined doubtless to get in there if they can. In case you do go to Beaufort, you will of course communicate with Commander Prentiss, of the *Albatross*, and get from him full information of the existing state of things, in order to govern your movements accordingly.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Captain JAS. L. LARDNER, U. S. Navy,
U. S. S. Susquehanna, off Hatteras Inlet, North Carolina.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Purviance, U. S. Navy, commanding U. S. ship St. Lawrence, to proceed off St. Simon's Sound, Georgia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 2, 1861.

SIR: You will proceed with the *St. Lawrence* off St. Simon's Sound, Georgia, and closely blockade the entrances to it until further orders,

or until it is absolutely necessary for you to return to this place for supplies. A memorandum of vessels which intend to violate the blockade, with instructions in reference to neutrals, etc., is herewith furnished you.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Captain H. Y. PURVIANCE, U. S. Navy,
U. S. Ship St. Lawrence, Hampton Roads, Virginia.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding stations of vessels and instructions to commanding officers of his command.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 3, 1861.

SIR: I have the honor to enclose to you herewith a paper showing the distribution at present of the vessels now under my command. In my judgment there should be four active steamers off and about Wilmington and as many off and about Beaufort, N. C., to guard those places effectually. With this number so assigned, at least three would always be present off and around either port. I shall make this arrangement the moment I have vessels enough at my command to do so.

More vessels are also required to enable me to guard effectually the east coast of Florida and Savannah.

I also enclose herewith a copy of the instructions* to commanding officers of blockading vessels under my command, issued by me under date of the 28th ultimo.

Commander Stellwagen left here several days ago to block up Oregon, Loggerhead, and Ocracoke inlets. He was amply provided with everything necessary for the purpose.

I only await the arrival of a suitable vessel in order to carry out your instructions effectually concerning New Inlet. A close attention has been given to the subject, and much valuable and reliable information has already been collected by Commander Missroon from persons here well acquainted with the locality. This has prepared him thoroughly for the work.

After making the reconnoissance in the first available steamer, he is to proceed on in her to take command of the *Savannah*, and the steamer is to remain to assist the *Savannah* in her blockading duties.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

P. S.—The *St. Lawrence* sailed to-day at noon.

L. M. G.

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* See p. 266.

[Enclosure.]

Distribution of vessels belonging to the Atlantic Blockading Squadron, October 3, 1861.

Character.	Name.	Station.
Steamer	Mount Vernon	Off Rappahannock River.
Do	Lockwood	Off York River
Frigate	Congress	Off Newport News and James River.
Do	Cumberland	
Steam frigate	Minnesota	Hampton Roads.
Steam tug	Young America	Do.
Steamer	Daylight	Off Cape Henry.
Do	Louisiana	Off Chincoteague Inlet, etc.
Do	Susquehanna	Off Hatteras Inlet, etc.; ordered off Beaufort.
Do	Pawnee	Ordered to Washington.
Do	Stars and Stripes	At Hatteras Inlet.
Steam tug	General Putnam	Do.
Do	Ceres	Do.
Steamer	Monticello	At Hatteras Inlet temporarily, to aid Commander Stellwagen in closing inlets, etc. When that duty is completed to go off Charleston, S. C.
Ship	Jamestown	Off Wilmington.
Bark	Gemsbok	Do.
Auxiliary steamer	Young Rover	Do.
Steamer	Albatross	Off Beaufort.
Do	Cambridge	Off Beaufort; now at Hampton Roads for coal, etc.
Frigate	Sabine	Off Georgetown, S. C.
Sloop	Vandalia	Off Bull's Bay, etc., South Carolina.
Steam frigate	Roanoke	Off Charleston, S. C.
Steamer	Flag	Do.
Frigate	Savannah	Off Savannah, Ga.
Do	St. Lawrence	Off St. Simon's Sound, Georgia, ready for sea; to sail first fair wind.
Sloop	Dale	Off Fernandina, Fla.
Steamer	Quaker City	New York, repairing.
Do	Harriet Lane	Philadelphia, repairing.
Do	Dawn	Washington, repairing.

Very respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

Order of the Secretary of the Navy to Lieutenant Lowry, U. S. Navy, commanding U. S. S. Underwriter.

NAVY DEPARTMENT, *October 3, 1861.*

SIR: Proceed to Hampton Roads with tug *Underwriter* and report for duty to Flag-Officer L. M. Goldsborough.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant R. B. LOWRY,
Commanding U. S. S. Underwriter, Washington, D. C.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding vessels ordered to his squadron and the division of his command.

NAVY DEPARTMENT, *October 3, 1861.*

SIR: The tug *Underwriter*, Lieutenant Commanding R. B. Lowry, has been ordered to join your command. This vessel was prepared for the inside waters of North Carolina. The *Hetzel* is destined for the same point and will be ready in about a fortnight. A considerable force, prepared for Flag-Officer Du Pont's squadron, will rendezvous in

Hampton Roads. That officer will hoist his flag on board the *Wabash* so soon as she arrives in New York. He will probably send several vessels of his command from New York to Hampton Roads to await their coming. These are to remain there until the arrival, when the squadron will be divided as already advised.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Acting Master Cavendy, U. S. Navy, commanding U. S. ship Gemsbok, of the capture of the schooners Mary E. Pindar and Beverly, and the cruise of that vessel from September 22 to October 3, 1861, transmitting memoranda of vessels spoken and boarded.

U. S. SHIP GEMSBOK,
Sunday, September 22, 1861.

After sending the prize schooner *Mary E. Pindar* to Hampton Roads we stood inshore for New Inlet, and when 5 miles off Camp Weir, hoisted the jack for a pilot; all hands below, excepting five or six men to work ship; had the guns run in and ports closed. A small boat came off from shore with two men thinking we were a merchant ship wanting a pilot. After getting within hail, I asked them if they were pilots. They answered yes. I told them to be quick, as I wanted to get in as soon as possible. They came alongside and after finding out they were on board a man-of-war, they turned rather pale, but they soon found they were under the Stars and Stripes and seemed glad it was so. They proved to be good Union men. They swore to protect the Union and Government of the United States, and I shipped them as ordinary seamen. I obtained a good deal of information from them. They told me that at Camp Weir there were 900 troops stationed. This is about 6 miles northeast of New Inlet. They also had three rifled guns there.

They told me that six days previous there had arrived an English brig and gone into New Inlet. There have been a good many vessels of light draft popping in and out New Inlet, and it is important that both sides of the shoals should be blockaded.

At 5 p. m. steered round the shoals to the southwest inlet; stood close in. Came to anchor at 6 p. m., 23d. Next morning at daylight a sail reported offshore; hove up the anchor and made all sail for her. At 7 a. m. all hands to quarters and at 9 a. m. came up with the sail, which proved to be the U. S. S. *Young Rover*, from Hampton Roads. Captain Humphrey came on board and told me he left the evening previous an English man-of-war at anchor off New Inlet. The following conversation took place between Captain Humphrey and myself.

"Did you stop to see which ship it was?"

Answer. "No, sir, as she was a man-of-war."

I told him I was very sorry to hear so, as no vessel was allowed to anchor without communicating with the officer of the blockade, etc. I also told Captain Humphrey to stay with his ship to blockade the southwest inlet and I should go on the northeast side. I set all sail immediately in pursuit of this English man-of-war, but, having a light head wind, I could not get along as fast as I wished to. At 6 a. m. next

morning a sail reported to leeward; kept off for her. At 6:30 found her to be a large ship; beat to quarters and at 7 a. m. came up with her, when she proved to be the *Nathan Thompson*, of Kennebunk. Boarded by the first officer and examined her papers; found she was from Rio de Janeiro bound to New York via Key West. No suspicion being attached, she was allowed to proceed. Saw an American steamer offshore, steering southwest.

At 5 p. m. came up the bar off New Inlet, and the Britisher had disappeared. Cruised off and on until the 30th; strong breezes from E. N. E.; ugly high seas; ran the ship around the shoals.

October 3.—At 6 a. m. up anchor for New Inlet; at 6:30 sail reported; made all sail; came up at 10:20 a. m. Proved to be the schooner *Beverly*, which enclosed papers will show a good prize.

Hoping to get my officers soon back, and hoping you will send me a small rifled gun, which might be of great service in case of small steamers coming out with a rifle, we would not be able to do much. You will find some very valuable information in these letters.

Your most obedient servant,

EDWD. CAVENDY,
Commanding U. S. Ship Gemsbok.

Commodore S. H. STRINGHAM,
Flag-Officer Atlantic Blockading Squadron.

[Enclosure.]

Extract from memoranda of vessels spoken and fallen in with by the U. S. ship Gemsbok, Edward Cavendy commander, from September 17, the date of leaving Hampton Roads, to October 3, 1861, stating also where such vessels were from, where bound, and by whom commanded.

September 19.—At 7 o'clock a. m., in latitude 34° 57′ N., longitude 76° W., boarded schooner *Harmony*, Captain James M. Davis, of Yarmouth, Nova Scotia, and bound to Ocracoke, N. C., loaded with fish and other cargo. Took her as a prize and put a prize master and crew on board and sent her to Hampton Roads.

September 22.—At 5 o'clock made a sail out on the weather beam; made sail for her and gave chase until 9 o'clock, when she anchored close inshore; her crew deserted her and pulled ashore in a boat. Sent port cutter in charge of Mr. Lunt, executive officer, with eight men to take possession of her; at 10 o'clock boarded her and got her underway and brought her along as a prize. She was the schooner *Mary E. Pindar*, of Edenton, N. C., with about 60 casks of lime on board. Placed a prize master and crew on board of her and dispatched her to Hampton Roads. Federal Point bore S. W. by W. ½ W., 12 miles distant from the place of capture. At 4 o'clock p. m. passed Camp Weir, 5 miles from New Inlet; hoisted jack for pilot; soon afterwards a small boat was pulled off from shore with two men in it. They came as pilots to take the ship in the harbor. After knowing their mistake they voluntarily took the oath of allegiance and signed the ship's articles.

Report of Acting Master Cavendy, U. S. Navy, commanding U. S. ship Gemsbok, regarding the capture of schooner Beverly.

U. S. SHIP GEMSBOK, *October 3, 1861.*

SIR: I have the honor to inform you that I have captured the third prize. She is the schooner *Beverly*, of Halifax, Nova Scotia, Captain

Thomas Blanch, burden 61 tons (English); her cargo consists of dry goods, fish, and salt, bound for a Southern blockaded port for a market.

When first seen, at 6.30 a. m., bearing south, steering in for Georgetown.

I am, very respectfully, your obedient servant,

EDW. CAVENDY,
Commander.

Commodore S. H. STRINGHAM,
Flag-Officer, Comdg. Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, to proceed to blockade duty off Beaufort, N. C.

U. S. FLAGSHIP MINNESOTA,
Off Hampton Roads, October 3, 1861.

SIR: You will proceed off Beaufort, N. C., with the *Cambridge*, and, on your arrival there, report to the senior naval officer present for duty in blockading that port. Should there be no officer senior to yourself present, you will closely blockade the port until further orders, or until it is absolutely necessary for you to return to this place for fuel, etc. A memorandum of vessels intending to violate the blockade, with instructions to neutrals, etc., is herewith furnished you.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander W. A. PARKER, U. S. Navy,
U. S. S. Cambridge, Hampton Roads, Virginia.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding Confederate steamers in James River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 3, 1861.

SIR: The Navy Department is advised that the two armed steamers up the James River, belonging to the enemy, are not coppered and that his determination is to get them to Norfolk, if possible. You are required, therefore, to prevent this by observing the greatest degree of vigilance and using every means in your power. The force now off Newport News is judged ample for the purpose. It is not likely, I suppose, that an attempt will be made to get past you during a clear day, or even a clear night, but one may be made to do so during foggy weather, or a dark night, more especially if there should exist at the time a high and favorable wind and an ebb tide, and hence the necessity of omitting no precautions whatever on such occurrences.

Be good enough to invite the attention of Commander Livingston to the purport of this communication, and urge upon him what it directs.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander WILLIAM SMITH,
Commanding U. S. Frigate Congress, Newport News.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the ineffectual blockade of Savannah, Ga.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 4, 1861.

SIR: I have reliable information that one of the steamers purchased in England by the secessionists (no doubt the *Bermuda*), loaded with 400 or 500 barrels of powder, fifteen 12-pounder rifled guns, rifled muskets, blankets, shoes, and medicines, got into Savannah on the 15th or 16th of last month.

It seems that a heavy gale of wind occurred the day before, which drove the blockading vessel (the *Savannah*) away from her station, and this event was availed of by the steamer to effect her entrance. In my judgment less than four active steamers can not effectually blockade that place, and the moment it is in the power of the Department to send them to me I shall dispatch them thither. It ought, certainly, to be thoroughly well guarded at once, particularly as at least two other steamers have been purchased in England by the secessionists; but, unfortunately, without withdrawing vessels from other points equally important, I have at present none at my disposal for the purpose. Indeed, I need now, at the very least, twenty more steamers, all of a suitable character, to keep up anything like a really close blockade of the numerous ports and inlets along the coast from this to Cape Florida. Fast steamers, of light draft, properly armed, are the only vessels fit for blockading our Southern coast. Sailing vessels, at best, are but of poor account—next to good for nothing on such a service. Steamers, as you are fully aware, must replenish their fuel frequently, and hence the necessity for a sufficient number to secure reliefs and keep up, as it were, a constant circulation. The accidents to which they are exposed and the time involved in their repair must also be considered.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

HON. SECRETARY OF THE NAVY,
Washington City, D. C.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to furnish the name of vessel blockading off Savannah, Ga., September 16, 1861, when the Bermuda ran in.

NAVY DEPARTMENT, *October 4, 1861.*

SIR: You were written to from this Department on the 2d instant, giving you information of the arrival at Savannah on the 16th ultimo of a new ironclad screw steamer, armed and well laden with "articles of more than money value to the rebel Army."

Please inform the Department what vessel was off Savannah on the day of her reported arrival.

Very respectfully, etc.

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the escape of steamer Bermuda into Savannah, Ga., and a rumor of an early demonstration by the Merrimack.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, off Fort Monroe, October 4, 1861.

SIR: I have just received your communication with regard to the *Bermuda* having reached Savannah. I wrote you upon the same subject this morning. I regard the affair in so serious a light that, unless I get orders from you to the contrary, I shall dispatch the *Iroquois* to cruise off that port as soon after her arrival as possible. I have nothing here now but this ship, and, by intelligence received to-day, the enemy is about to make a demonstration on Newport News with his vessels at Norfolk, so as to get his steamers down the James River at all hazards. My information also says that he is determined to try the *Merrimack*, with her iron casing, against this place. He intends, it seems, to aim a heavy blow with his three ships at Norfolk, aided by those in James River. If you do not wish me to dispatch the *Iroquois* as intimated, you will have time enough to tell me so.

In great haste, as the steamer is just leaving, I am, sir, your very obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Brigadier-General Huger, C. S. Army, commanding at Norfolk, Va., regarding steamers carrying flags of truce.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 4, 1861.

SIR: In reply to your note* of yesterday, I beg to say that I will direct the steamers under my control carrying a flag of truce to pass to the westward of the barrier off Sewell's Point, and may I in turn ask the favor of you to instruct your officers in charge of similar steamers not to approach us hereafter nearer than Sewell's Point? They will then be met, on all occasions, at the earliest practicable moment. At times delay may, and probably will, occur; nevertheless, they can wait either at anchor or else under steam, off that point until they can be met. I requested one of your officers several days ago not to approach us again so closely as he then was, but yesterday the same steamer, I think, came still nearer; indeed, much nearer. On so simple an affair I trust no difficulties may arise.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding Atlantic Blockading Squadron.

Brigadier-General BENJ. HUGER,
Commanding Forces, Norfolk, Va.

*Not found.

Destruction of a Confederate schooner, fitting out for a privateer, in Chincoteague Inlet, Virginia, October 5, 1861.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report of Lieutenant Murray, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 15, 1861.

SIR: I have the honor to enclose herewith a copy of report by Lieutenant Commanding A. Murray in relation to a conflict with the enemy and the burning of a schooner fitting out for a privateer.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. LOUISIANA,
Chincoteague Inlet, October 5, 1861.

FLAG-OFFICER: This morning at 9 o'clock we had a sharp conflict with the enemy, who, with 300 strong, attempted to cut off two boats from this vessel and twenty-three men, all told, which I had dispatched to take or destroy a fine schooner which I had reason to believe was being converted into a privateer. Fortunately, I had gone in with the steamer at the same time, it being high tide, and was enabled to cover the return of the party.

The boats, after passing through a terrible fire, finally reached the schooner; but, finding her aground, made a breastwork of her and opened a deadly fire, which, with the assistance of a few shots from our long-range gun, drove the enemy back to a distant cover with loss; and the boats, after firing the schooner, returned without further molestation.

Acting Master Furniss estimates the loss of the rebels at at least 8 in killed and wounded, as he saw that number carried off.

Our loss was 1 seriously wounded (Acting Master Hooker) and 3 very slightly.

I have nothing but praises to bestow on those engaged in the boats for their coolness and intrepidity when assailed by such overwhelming odds. They were yet some 300 yards from the schooner when fired upon, but they preferred pushing on and returning through it rather than fail in accomplishing their object.

During a reconnoissance last night two of their dispatch sloops were captured.

I have the honor to be, very respectfully, your obedient servant,

A. MURRAY,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commander in Chief Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, in commendation of Lieutenant Murray, U. S. Navy.

NAVY DEPARTMENT, *October 17, 1861.*

SIR: I have received your No. 12, enclosing a copy of Lieutenant Commanding A. Murray's report of a conflict with the enemy at Chincoteague Inlet and the burning of a schooner supposed to be fitting out as a privateer.

You will please make known to Lieutenant Commanding Murray, and through him to those who were engaged in the daring but successful exploit of firing the schooner, the Department's high appreciation of their services.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order of Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to forward the name of officer commanding boat expedition.

NAVY DEPARTMENT, *October 19, 1861.*

SIR: Be pleased to inform the Department whether Acting Master H. K. Furniss commanded the boats from the U. S. S. *Louisiana* which destroyed the schooner fitting out as a privateer at Chincoteague Inlet on the 5th instant.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron Hampton Roads, Virginia.

Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, giving name of the officer commanding boat expedition.

U. S. S. LOUISIANA,
Chincoteague Inlet, October 27, 1861.

SIR: In answer to your letter to Flag-Officer Goldsborough, of the 19th instant, I respectfully, at his request, reply.

Acting Master H. K. Furniss commanded the boats during the engagement with the rebels at Cockle's [Cockrell] Creek, which resulted in the destruction of the schooner fitting out as a privateer.

That post would have belonged to Lieutenant Hopkins, but he was confined to his bed with sickness at the time.

I have the honor to be, very respectfully, your obedient servant,

A. MURRAY,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Request of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, to Captain Lardner, U. S. Navy, commanding U. S. S. Susquehanna, to render assistance to retreating Indiana troops.

STARS AND STRIPES, *October 4, 1861.*

SIR: A messenger from Colonel Hawkins says that the enemy have landed above from six steamers, a sailing vessel, and some scows, and that the Indiana regiment are in full retreat, the natives flying before them. He wishes you to run up along the beach toward or above Hatteras, to cover them with the *Susquehanna* and the *Monticello.* Haul in a little above the fort. We can see the vessels from the shipping,

and two side-wheel tugs are ashore, and *Tempest* has broken her pintle or something off the rudder.

Very respectfully,

R. WERDEN,
Lieutenant, Commanding.

Captain J. L. LARDNER,
U. S. S. Susquehanna.

Letter from Lieutenant Stellwagen, U. S. Navy, to Captain Lardner, U. S. Navy, commanding U. S. S. Susquehanna, requesting permission to seek relief for the troops at Hatteras Inlet.

[U. S. S.] STARS AND STRIPES, *October 5, 1861.*

DEAR SIR: I wish to know, as I am not in a command and it is impossible to perform the special duty of stopping the other inlets, whether I had not better run up in the *Spaulding*, when she comes, and give a full account of how things stand. Unless speedy relief is sent, the troops will be reduced to great straits here and have soon to evacuate. The urgency is very great, and if I get up I can represent it so as to have action taken at once by flag-officer and Department.

Very respectfully,

H. S. STELLWAGEN.

Captain J. L. LARDNER, U. S. Navy.

Please return accompanying paper. Can you have provisions landed at Hatteras Cove to-day? They have lost all.

Letter from Captain Lardner, U. S. Navy, commanding U. S. S. Susquehanna, to Lieutenant Stellwagen, U. S. Navy, granting permission to proceed to Hampton Roads.

[U. S. S.] SUSQUEHANNA,
Near Hatteras Light, October 5.

DEAR SIR: I can see no objection to your going to Hampton Roads, as you suggest, particularly as your special duty of closing the inlets can not now be done.

I have provisioned the Indiana regiment this morning for a day, and suppose they will return at once to the forts.

J. L. L[ARDNER].

Captain STELLWAGEN, U. S. Navy.

Monticello has gone round the cape to see if she can throw some shells among the enemy at Chicomico [Chickamicomico].

Report of Captain Van Brunt, U. S. Navy, senior officer present in Hampton Roads, Virginia, transmitting reports regarding the engagement between the U. S. S. Monticello and Confederates at Kinnakeet, N. C., October 5, 1861.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 8, 1861.

SIR: I have the honor to report the arrival of the *Susquehanna* for coal and water; also to forward reports of Captain Lardner and Lieu-

UNITED STATES STEAMER MONTICELLO.
Drawn from photograph of a painting.

tenant Commanding D. L. Braine of the routing of the rebels at Kinnakeet, near Cape Hatteras, North Carolina.

Respectfully. your obedient servant,

G. J. VAN BRUNT,
Senior Officer Present.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. SUSQUEHANNA,
Off Hatteras Inlet, October 6, 1861.

SIR: Late in the afternoon of the 4th instant I received information that the enemy had landed in large force at Chicamicomico and Kinnakeet, and that the Indiana regiment posted there was in full retreat before them; also that our three tugs in the inlet were aground or disabled; the fourth, the *Fanny*, had been captured the day before.

I at once got underway with this ship and the *Monticello*, and anchored for the night close to shore in Hatteras Cove.

At daylight I found our troops in and about the light-house, and in distress for want of provisions, which they had been without for twenty-four hours. I supplied them with food, and at the request of the commanding officer remained for their protection during the day.

Learning that the enemy were still in large force at Kinnakeet, I sent the *Monticello* to drive them off, which important service was performed by Lieutenant Commanding Braine with great effect and good conduct. His report is enclosed.

I am, very respectfully, your obedient servant,

J. L. LARDNER,
Captain.

Flag-Officer L. M. GOLDSBOROUGH,
Blockading Squadron, Hampton Roads.

[Subenclosure.]

U. S. S. MONTICELLO,
Off Cape Hatteras, North Carolina, October 5, 1861.

SIR: I have the honor to inform you that in obedience to your order of this morning I stood through the inner channel of Hatteras Shoals at 12:30 p. m., and stood close along shore to the northward, keeping a bright lookout from aloft. At 1:30 p. m. we discovered several sailing vessels over the woodland Kinnakeet, and at the same time a regiment marching to the northward, carrying a rebel flag in their midst, with many stragglers in the rear; also two tugs inside flying the same flag. As they came out of the woods Kinnakeet we ran close inshore and opened a deliberate fire upon them at the distance of three-quarters of a mile. At our first shell, which fell apparently in their midst, they rolled up their flag and scattered, moving rapidly up the beach to the northward. We followed them, firing rapidly from three guns, driving them up to a clump of woods, in which they took refuge, and abreast of which their steamers lay.

We now shelled the woods and could see them embarking in small boats for their vessels, evidently in great confusion and suffering greatly from our fire.

Their steamers now opened upon us, firing, however, but three shots, which fell short. Two boats filled with men were struck by our shells and destroyed. Three more steamers came down the sound and took

position opposite the woods we were shelling; also two sloops. We continued firing deliberately upon them from 1:30 p. m. until 3:30 p. m. when two men were discovered on the seabeach making signals to us. Supposing them to be two of the Indiana regiment, we sent an armed boat and crew to bring them off, covering them at the same time with our fire. Upon the boat nearing the beach they took to the water. One of them was successful in reaching the boat, Private Warren O'Haver, Company H, Twentieth Regiment Indiana troops; the other man, Private Charles White, Company H, Twentieth Regiment Indiana troops, was unfortunately drowned in the surf. Private O'Haver informed me that he was taken prisoner on the morning of the 4th; that he witnessed our fire, which was very destructive. He states that two of our shells fell into two sloops loaded with men, blowing the vessels to pieces and sinking them. Also that several of the officers were killed. Their horses were seen running about the track. He had just escaped from his captors after shooting the captain of one of the rebel companies. He states that the enemy were in the greatest confusion, rushing wildly into the water, striving to get off to their vessels. Private O'Haver now directed me to the point where the rebels were congregated, waiting an opportunity to get off. I opened fire again with success, scattering them. We were now very close, in 3 fathoms water, and 5-second shell told with effect. Six steamers were now off the point, one of which I recognized as the *Fanny*.

At 5:25 p. m. we ceased firing, leaving the enemy scattered along the beach for upwards of 4 miles.

I fired repeatedly at the enemy's steamers with our rifled cannon, a Parrot 30-pounder, and struck the *Fanny*, I think, once. I found the range of this piece much short of what I had anticipated, many of the shot turning end over end, and not exceeding much the range of the smoothbore 32-pounders.

I enclose you herewith memorandum of the ammunition expended to-day.

I am, respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant, Commanding U. S. S. Monticello.

Captain J. L. LARDNER,
Comdg. U. S. S. Susquehanna, off Cape Hatteras, North Carolina.

Abstract log of the U. S. S. Monticello, October 5, 1861.

October 5, 1861.—At 12 m. passed through Hatteras Slough, inner channel. At 1 p. m. saw a regiment of men on the beach 12 miles north of Hatteras light-house, with rebel flag flying; also two schooners and one steamer inside showing rebel flag. Commenced firing upon them, with effect, dispersing them. At 3 p. m. four more rebel steamers came down with rebel flag flying. They sent their boats ashore to embark their men, we shelling them, sinking their boats, and doing much damage. At 4 still continued firing upon the enemy, shelling the enemy, who were in great distress. At 5 saw two men walking on the beach making signals. Sent a boat on shore to bring them off, and in doing so one man, named Charles White, Company H, Twentieth Indiana Regiment, was drowned. The other was rescued from the rebels, to whom he had been prisoner. He reports that our fire did great execution, as he saw many killed and wounded on the beach.

At 5:30 ceased firing and stood for the outside of the shoal. At 9 hauled around Hatteras Shoals. At 11:20 came to anchor and reported to the senior officer. Expended the following: Sixty-five 10-inch shell, 98 32-pounder shell, 41 rifle shell, 3 shrapnel, 9 solid shot, 2 stand grape.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, forwarding general order of the President of the United States regarding relative rank.

NAVY DEPARTMENT, *October 5, 1861.*

SIR: I submit for your information the annexed copy of a general order issued by the President of the United States on the 4th instant.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Flag-Officer SAML. F. DU PONT,
Appointed to Command South Atlantic Blockading Squadron.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron, Key West, Fla.

[Enclosure.]

GENERAL ORDER.] EXECUTIVE OF THE UNITED STATES,
October 4, 1861.

Flag-Officers of the United States Navy authorized to wear a square flag at the mizzenmast-head will take rank with major-generals of the U. S. Army.

ABRAHAM LINCOLN.

Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, transmitting correspondence between Commander Lee, U. S. Navy, and the commanding officer of H. B. M. S. Steady, and a report from Commander Lee regarding H. I. M. S. Catinat.

U. S. S. ROANOKE,
Off Charleston, S. C., October 5, 1861.

SIR: I have the honor to enclose copy of a correspondence between Commander Grant, of H. B. M. S. *Steady*, and Commander Lee, of the *Vandalia*, and also a copy of Commander Lee's report on the subject of that correspondence made to Captain Mercer.

I also enclose copy of a report from Commander Lee relative to his intercourse with the French Government steamer *Catinat*. Commander Lee was impressed with the idea that there was no impropriety in his firing a blank gun in the opposite direction to the *Catinat*, in which I concurred, but I would thank you for your own opinion on the subject, as a direction for my future guidance.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron.

[Enclosures.]

U. S. Sloop Vandalia,
Off Charleston, September 28, 1861.

Sir: I was surprised and concerned, after the explanation I had made to you in the morning on board this ship, which I then, and from our subsequent intercourse, supposed was satisfactory to you, at the remark you made as I was about leaving the *Steady* in the afternoon, intimating that your superior officer might not be satisfied with the explanation I had made in respect to mistaking your steamer for one which I had due notice intended to run the blockade with a large quantity of arms on board, and whose description, as I showed you from my list, coincided closely with the appearance of your steamer. The *Steady* was first reported as showing our colors, then yours. The small storm pennant at her masthead was not reported or observed. Her signal was supposed, as has occurred here, to be a private signal to the shore. She showed no ports or guns, and her appearance, as you frankly admit, was questionable. She seemed to be steering a course which, if continued, would take her too far to windward of this ship and toward the bar. A smart steamer moving under false colors (which we here know is done, and which your great naval authorities, Admirals Nelson and Collingwood, admitted an enemy has a right to use) bent on running the blockade, can slip by a sailing vessel lying to, without steam and near the bar.

It was under these circumstances, and without the slightest suspicion that your beautiful steamer was a man-of war, but sincerely believing that she was the steamer I was watching for, that a signal gun was hastily fired just as it stood square in the waist port, the shot from it passing more than half a mile clear of your vessel, then well aft on our quarter.

I have assured you that if I had even supposed the *Steady* was a man-of-war (which I did not believe or know until the return and report of our boarding officer) I should not even have fired a blank cartridge. Two English men of-war have recently been here, and no gun was fired in either case. Their appearance indicated their character beyond question.

I deprecate and deeply regret even the appearance of any discourtesy to your flag, and as none was intended in this instance, so I hope no irritation will be felt.

Respectfully, yours,

S. Phillips Lee,
Commander.

Commander Henry D. Grant, R. N.,
Commanding H. B. M. S. Steady.

H. M. Gun Vessel Steady,
Off Charleston, September 30, 1861.

Sir: I have the honor to acknowledge the receipt of your letter of this day's date, and in reply thank you very much for the explanation contained in it, which I shall have much pleasure in forwarding to Rear-Admiral Sir Alexander Milne, K. C. B., commander in chief. I regret that you should have misunderstood what I said yesterday, but I meant to imply that in this case it was not a question of personal

feeling, but that it would be my duty to report the circumstances to the commander in chief, and leave everything to his decision.

I have the honor to be, sir, your most obedient servant,

HENRY D. GRANT,
Commander.

Commander S. PHILLIPS LEE,
U. S. Sloop Vandalia, off Charleston.

U. S. S[HIP] VANDALIA,
Off Charleston, S. C., October 4, 1861.

SIR: I have to report that at 3:20 a. m. to-day a steamer was reported bearing N. E. by E. At 10:20 a. m. hove to ahead of her. She was standing to the southward and westward and beat to quarters. The steamer showed French colors and stood as if to pass; wore ship and lowered a boat, fired a blank cartridge from the side opposite to the steamer, and shoved off the armed boat with Lieutenant Chandler to board. The steamer then rounded to, and communicated with our boat at her gangway. Lieutenant Chandler returned and reported her to be the French side-wheel steamer of war *Catinat* (the same we spoke about a month ago); had stopped at Hatteras Inlet and communicated with the U. S. S. *Pawnee*. Lieutenant Chandler was asked if he had heard of any expedition within the last ten days, and answered that he had heard of none. Also if H. B. M. gunboat *Steady* had been here, and if she went into Charleston, and whether she carried letters to Charleston. Lieutenant Chandler told him of the *Steady's* visit, and that our senior officer was in the *Roanoke*, then in sight at anchor near the bar with the steamer *Flag* in company, and offered him any assistance from the *Vandalia*. The French commander then said that he would return direct to New York, but on being asked said he was not allowed to carry any letters. At 11:20 the *Catinat* steamed off E. by N.

The Frenchman seemed satisfied after getting information about the *Steady* and an answer to his question about the expedition.

Respectfully, yours,

S. PHILLIPS LEE,
Commander.

Captain JOHN MARSTON, U. S. Navy,
Comdg. U. S. Steam Frigate Roanoke, Senior Officer, off Charleston.

Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, of the capture by that vessel of the schooner Alert.

U. S. S. ROANOKE,
Off Charleston, S. C., October 6, 1861.

SIR: I have the honor to report to you that at daylight this morning I discovered a schoonor close under the land, bearing about S. W. by W. I immediately signaled to the *Flag* to chase, and at 12 o'clock she brought alongside of me the schooner *Alert*, from Nassau, said to be bound to St. John, New Brunswick. Her captain, James Carlin, claims her to be English, and her papers, such as they are, confirm his statement, but there is so much testimony to the contrary that I deem it my duty to send her to you. For some time after we discovered the *Alert* she had the Palmetto flag flying, and did not haul it down till the *Flag*

approached her, when she hoisted the English colors, union down, as the captain said, as a signal of distress. The Palmetto flag was distinctly seen flying by several of my own officers, as well as by those of the *Flag*. When the steamer boarded her the mate was seen hiding something in the run, and on examination it was found to be the Confederate and Palmetto flags.

The cook of the *Alert*, a Spaniard by birth, states to me that the schooner was wrecked under the name of *Adelaide*, of Charleston; that she was taken into Nassau and sold and bought in by the agent of her present captain for $600; that during the entire time she laid at Nassau she hoisted the Palmetto and Confederate flags, but never the English, and that the *Alert* was not bound to St. John, but to Charleston. The cook further states that the mate this morning, when it was found for a certainty that the schooner would be captured, came to the galley and burned the papers of the schooner. You will observe that all the papers—the register, manifest, and enrollment—are all new, as if got up for the occasion, and that they have the same date—the 21st of September, the day before she sailed. Henry Relyea, a foremast hand on board the schooner, a very intelligent lad, states that he left Charleston in the *Alert*, then called the *Adelaide;* was wrecked, and the schooner afterwards sold at Nassau; that he shipped under English papers, but not under English colors; that the Palmetto and Confederate flags were both flying all the time she was lying at Nassau, but never the English; that he shipped to go to St. John, New Brunswick, but he now knows that the schooner was not bound there, but to Charleston, S. C.; that the *Alert* had the Palmetto flag flying all the morning till just before she was captured. Under these circumstances I have thought it my duty to send the schooner to you, but without a doubt in my own mind that she has no claims to be English.

I shall send with this the papers of the *Alert*, including her log book; also the two men above mentioned, viz, Joseph Frances and Henry Relyea. The captain, mate, and the other two men I shall send to Hampton Roads by the first opportunity, probably in a day or two, by the steamer *Rhode Island*. The cargo of the *Alert* consists of molasses, salt, fruit, the whole of which remains untouched, not even a banana having been taken.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Captain Van Brunt, U. S. Navy, senior officer present in Hampton Roads, Virginia, transmitting enclosures regarding contrabands and prisoners.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 7, 1861.

SIR: I have the honor herewith to enclose copies of Commander Glisson's reports concerning the capture of contrabands, etc.

May I request to know the wishes of the Department concerning the disposition of the prisoners and the money found in their possession?

Respectfully, your obedient servant,

G. J. VAN BRUNT,
Senior Naval Officer Present.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. MOUNT VERNON,
Off the Rappahannock, October 1, 1861.

SIR: I have to report that this morning at daylight we picked up a canoe with three colored men in it, slaves and deserters from the shore, who claimed our protection, which was granted to them. I understand from them that there are some small vessels running into the creeks about 10 or 15 miles above this place and landing cargoes consisting of sugar, coffee, salt, etc., from the opposite shore. The vessels used are of such light draft that they can run up the small creeks where this vessel could not follow them, even had I orders to leave my station off the Rappahannock to pursue them.

The following is a list of the slaves, together with their owners, who are both secessionists, viz, Newman Webster and Robert Wilson, owned by John Triggle; and George Gilmore, owned by Erasmus Williams, both of Lancaster County, Va.

We are all well on board, and everything is quiet off the Rappahannock.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding the Atlantic Blockading Squadron, etc.

U. S. S. MOUNT VERNON,
Rappahannock River, October 5, 1861.

SIR: I have to report that this afternoon about 1 p. m. I observed a canoe standing over toward Cherrystone, and immediately proceeded in chase of her. The canoe not paying any attention to a musket shot, I fired a shot from the long 32-pounder gun, which passed over her and caused her to come alongside.

The canoe contained a white man named Conolly Johnson, who stated that he was a native of Somerset County, Md., and that he was going over to Virginia to visit his family. He had with him a free negro named George Moss, from Mathews County, Va., which county they left this morning. The white prisoner ordered the negro to throw overboard his papers, which fact, coupled with the discovery of $100 (one $50 Virginia bill and the balance in gold and silver) on his person, and $2.75 in silver on that of the negro, leaves no doubt in my mind as to his having been engaged in illicit trade with the rebels.

I send the two men down for your disposal; the canoe I detain here, as she may be of service to me in decoying others. There is a constant traffic carried on about 15 miles above the Rappahannock and the same distance below, which I can not prevent without leaving my station.

We are all well on board, and everything is quiet off the Rappahannock.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding the Atlantic Blockading Squadron, etc.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding disposition of prisoners.

NAVY DEPARTMENT, *October 10, 1861.*

SIR: You will please send the two persons, Johnson (white) and Moss (free), captured on the 3d instant by Commander Glisson, of the *Mount Vernon*, and suspected of having been engaged in illicit trade with Virginia, to Washington City, if they can not be accommodated in Fortress Monroe. For the present you will retain the money found on their persons.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, of the capture by that vessel of schooner S. T. Garrison.

U. S. S. LOUISIANA,
Chincoteague Inlet, October 7, 1861.

FLAG-OFFICER: I have taken possession of the schooner *S. T. Garrison* and placed her in charge of Acting Master L. C. Wood and four men.

This vessel is without papers and her captain appears to have fled. She is freighted with cord wood, and was at anchor very near to a landing on the east coast (seacoast), Accomac County, Va., a few miles south of the south end of Chincoteague Island, and nearly abreast of Wallop's Island. I have no evidence that would implicate her directly in an illicit trade with the enemy.

Very respectfully, your obedient servant,

A. MURRAY,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

P. S.—October 8. Her captain has since returned.

Report of Captain Lardner, U. S. Navy, commanding U. S. S. Susquehanna, of the arrival of that vessel at Hampton Roads, Virginia.

U. S. S. SUSQUEHANNA,
Hampton Roads, October 8, 1861.

SIR: I report the arrival of this ship from Hatteras for the purpose of coaling, in obedience to your order of the 2d instant, received yesterday by the steamer *Spaulding*. This ship has not taken any coal on board since leaving Philadelphia on the 24th of August.

Very respectfully, your obedient servant,

J. L. LARDNER,
Captain.

Flag-Officer L. M. GOLDSBOROUGH,
Blockading Squadron, Hampton Roads.

Letter from Major-General Wool, U. S. Army, commanding Department of Virginia, to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, giving information of expected attack on Newport News, Va.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, October 8, 1861.

SIR: I have received information from Norfolk which induces me to believe that an attack will be made very soon, perhaps to-night, on Newport News and Camp Hamilton, with reference to aiding the escape of the enemy's steamers to sea.

I have mounted several 42-pounder rifle guns since I saw you, and an additional 8-inch howitzer at Newport News. Orders have been given to the various camps and positions to be prepared, etc.

I am, very respectfully, your obedient servant,

JOHN E. WOOL,
Major-General.

Flag-Officer GOLDSBOROUGH,
Commanding Fleet, etc.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding chartered tug James Murray.

NAVY DEPARTMENT, *October 8, 1861.*

SIR: The chartered tug *James Murray* is placed at your disposal, and enclosed is a copy of the charter.

Two hundred sailors have been ordered to join your force, and the Army will place the Rip Raps under charge of the Navy Department.

You will take charge, therefore, of this point and render it effective for defense and offense.

As many sailors as can be accommodated will be sent there. Commander Hazard has been ordered to report to you for this duty; also an assistant paymaster and an assistant surgeon.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order of Captain Van Brunt, U. S. Navy, senior officer present in Hampton Roads, Virginia, to Lieutenant Lowry, U. S. Navy, commanding U. S. S. Underwriter, to proceed to duty at Hatteras Inlet, North Carolina.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 8, 1861.

SIR: You will proceed to Hatteras Inlet with the vessel under your command, and on your arrival there report to the senior naval officer for such duty as he may assign you. A memorandum of vessels which intend to violate the blockade, with instructions in reference to neutrals, etc., is herewith furnished you.

Respectfully, your obedient servant,

G. J. VAN BRUNT,
Senior Officer Present.

Lieutenant Commanding R. B. LOWRY, U. S. Navy,
U. S. S. Underwriter, Hampton Roads, Virginia.

Letter from Jeremiah Olney, esq., to the Secretary of the Navy, regarding information of the defenses of the Georgia coast.

POST-OFFICE,
Thompson, Conn., October 8, 1861.

SIR: My letter to you of the 30th ultimo, relative to the arrival of the new screw steamer *Bermuda* at Savannah, was written in great haste for the closing mail, with no time to review what was written.

I presume, however, sufficient was written to give you some information valuable (if not previously otherwise obtained). I intended to have suggested in that letter that this same young man is in possession of much valuable information relative to the coast of Georgia and its inlets; likewise in relation to two or more prizes which were taken to Savannah by other rebel pirates; also of the defenses of that harbor and other points along the coast, together with much other information, perfectly reliable, obtained by him from a year's residence on said coast while in possession of the full confidence of that population, which, if not already known by the Government, must be invaluable.

Mr. Davis, for such is his name, is willing to impart other knowledge in his possession to the proper authorities if it is desired by them.

Very truly, your obedient servant,

J. OLNEY,
Postmaster.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Jeremiah Olney, esq., acknowledging receipt of information of the defenses of the Georgia coast and of the entrance of the st amer Bermuda into Savannah, Ga.

NAVY DEPARTMENT, *October 11, 1861.*

I have received your letter of the 8th instant, and am under obligations for your previous letter,* which brought us the first knowledge of the entrance of the *Bermuda*. The Department will be glad to receive any other information of importance which Mr. Davis may feel disposed to communicate.

I am, respectfully,

GIDEON WELLES.

J. OLNEY,
Postmaster, Thompson, Conn.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, for the restriction of flags of truce and correspondence of prisoners.

NAVY DEPARTMENT, *October 9, 1861.*

SIR: In consequence of the detriment to the public interests arising from the frequency of flags of truce passing between Fortress Monroe and Norfolk, it is hereby directed that hereafter all correspondence is to be confined to the prisoners at New York and other places, no one of whom is to be allowed to write oftener than once a month, and then the letter must not exceed six lines.

All letters are to be open and to undergo the usual inspection.

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* See p. 279.

No flag of truce hereafter is to convey any person from Fortress Monroe, except by the special authority of the proper department at Washington.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron.

Report of Lieutenant Lowry, U. S. Navy, commanding U. S. S. Underwriter, of the arrival of that vessel at Hatteras Inlet, North Carolina, in unseaworthy condition.

U. S. S. UNDERWRITER,
Hatteras Inlet, North Carolina, October 9, 1861.

SIR: I report my arrival at this port in obedience to your order of the 7th instant. My run down was attended with anxiety for the safety of the vessel, as I found her very unseaworthy and unsafe. Fortunately, I succeeded in gaining an anchorage at the inlet before the strength of the gale now prevailing came on. I find this vessel badly furnished with many things, owing, I suppose, to the idea that prevailed at the navy yard, Washington, that she was to act with the Potomac Flotilla. The most important that she requires are proper anchors and chains. In anchoring at this place this evening in a strong gale, with my heaviest anchor of 850 pounds, vessel with no way, properly let go 15 fathoms, when something parted and the steamer dragged; on heaving it up, found the shank broken off, both flukes gone. This leaves me with only one anchor of about 400, with which to ride out a heavy gale. By using my steam, as I am obliged to, I consume my coal, which, at this place, is scarce. I enclose a requisition for anchors and some necessary equipments. The fish davit was broken and rendered useless in an attempt to cat the anchor. I think it proper to mention that the anchors provided for this vessel are old and rust eaten—I shall preserve the fragments—and are evidently the same she has long had. This vessel, drawing 8½ feet, can not pass over the inner bulkhead without taking everything out of her, and, if we do, we have no means to mount the guns afterwards. I therefore consider her as unfit for service in the inner waters of this sound. The heavy weight of metal, ammunition, coal, stores, and men deepens her draft, and immerses her huge wheels to a depth of 5 feet; this renders her unsafe in the slightest seaway. In the Chesapeake Bay, with a smaller battery, less coal and men, she would be more serviceable. At present her speed, with full power, does not exceed 5 knots. Whenever her guards are struck by a sea her engines are lifted visibly. The vessel is entirely unprovided with means to extinguish fire or pump a leak. I make these remarks as a professional safeguard in case of accident.

I am one of those officers who think the public service is not advanced by converting old or improperly defended vessels into men of-war. This vessel's boilers and machinery are entirely above water line and undefended, the decks uneven, and her fine battery, to a certain extent, rendered inefficient.

I am, very respectfully, etc.,

R. B. LOWRY, U. S. Navy,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron.

Letter from George M. Barnard, esq., to the Secretary of the Navy, regarding the entrance of steamer Bermuda into Savannah, Ga.

BOSTON, *October 9, 1861.*

DEAR SIR: In common with the mercantile community here, I have been astonished at the easy entrance of the *Bermuda*, steamer, into the port of Savannah with important munitions of war, as, with the failure of the *Brooklyn* to take the *Sumter* at New Orleans and the disastrous failure at Norfolk, and the almost unmolested career of privateers, it would seem that the Navy had little to trifle with in point of character for energy and patriotism. Many of the blockading ships, by anchoring regularly in the same spot and hoisting lanterns at night have efficiently served to guide escaping vessels into or out of port. An examination of the log book will show that a very small proportion of vessels met at sea have been boarded and examined. These are facts susceptible of proof.

As the Government must, after all, mainly rely on the merchants for the funds to carry on the war, we feel that we have a right to demand protection of our interests. I therefore now write to say that I am prepared to form a company here which will give bonds, if required, to close the port of Savannah so that not a wherry can get out or in. I can prove to the satisfaction of anyone that hulks loaded with granite blocks, heavy enough to prevent their rising on the swell, will remain stationary and impassable twenty years. I shall await your reply in the hope of a decision satisfactory to the mercantile interests of the North.

Respectfully, your obedient servant,

GEORGE M. BARNARD.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C

Letter from George B. Upton, esq., to the Secretary of the Navy, making suggestions in view of escape of steamer Bermuda into Savannah, Ga.

BOSTON, *October 9, 1861.*

SIR: I beg leave to make the following suggestions for your consideration:

The steamer *Bermuda*, with munitions of war, has no doubt passed in to Savannah.

England has and will magnify the privateer question. Orders were some time ago sent from Lloyds to their respective agents in China and the East Indies not to underwrite on property in American bottoms. It is very important, in view of all this, to prevent further either the ingress or egress of vessels of any capacity for armament from either the harbors of Charleston or Savannah.

I respectfully suggest that this may be effectively done by sinking in the channels vessels thoroughly and completely loaded with granite blocks.

Whenever this thing has been previously attempted it has been in incompetent hands, the class of vessel and the kind of ballast used being altogether insufficient.

What is required is an old double-deck vessel, and so heavily loaded that the ground swell would make but little impression in moving her for a long time.

It would require a comparatively small number of these vessels to do a thorough work, and it is within my experience that they have stood the waves under similar circumstances for years.

I am, with great respect, your most obedient servant,

GEO. B. UPTON.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of the arrival of that vessel at Baltimore, Md.

U. S. S. MOUNT VERNON,
Baltimore, Md., October 10, 1861.

SIR: I have to report the arrival of this vessel at this port, and have telegraphed to the Department as you directed and am now waiting o ders.

Will you do me the favor to forward the letters for the *Mount Vernon* to us at this place by the Baltimore boat of this day?

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding the Atlantic Blockading Squadron, etc.

Detailed report of Lieutenant Lowry, U. S. Navy, commanding U. S. S. Underwriter, regarding the condition of affairs at Hatteras Inlet, North Carolina, and the necessary requirements to hold that place.

U. S. S. UNDERWRITER,
Hatteras Inlet, North Carolina, October 10, 1861.

SIR: I have arrived here in the *Underwriter*, steam tug, for service, as I understood at the Navy Department, under your command, in the sound. Since my arrival, and from previous knowledge obtained from parties who lately were at Norfolk and at work on the Chesapeake and Albemarle Canal, I have come to the conclusion that matters have changed so much in regard to the relative positions of the United States and rebel forces that we are obliged to be on the defensive and are in a critical position. The severe gales which rage [upon] this coast are particularly felt here, the danger being heightened to an alarming degree by rapid currents which rush through the inlets. This vessel's draft of water is too great to permit her to cross the inner bulkhead without taking out her guns and coal. She is now drawing 8½ feet. To take out her coal and guns would require more conveniences than we now possess. Being simply a tugboat, she is not supplied with purchases, spars, or facilities for hoisting in or out heavy weights. I have reliable information that the rebels have nearly, if not more than, twenty armed steamers in the sound, with friendly harbors to operate from, enabling them to offer or decline battle at their own convenience or advantage. There are no harbors in the sound with more than 4 or 5 feet of water not in possession of the rebels, or strongly fortified. The operations of our gunboats will have to be made from this point as a base. The obstacles are very great; almost insurmountable. The sandpits on which Fort Hatteras is built have changed very much since

its capture, and is now, in the gale at present prevailing, visibly washing away. The channels are shifting. The forces at this time have scarcely a foothold of dry sand, and in the next gale may have to retreat to the high sand hills for shelter, or else, by standing fast, suffer untold and needless hardships, if not terrible destruction. The rebels are provided with competent native pilots—in fact, the water population of this sound is very large—who know the waters thoroughly; while with us it is impossible to obtain one that is reliable. No advances can be made upon the fortified positions without a strong force of gunboats and troops. The gunboats can not carry troops. There are, therefore, required scows, surfboats, etc., in great numbers. The idea of the Union sentiment which is thought to exist in this State is incorrect, I think. The people are now hostile if they were not a few weeks since. Should tugs or gunboats of sufficient light draft of water be collected and enter the sound, they will require to have good qualities as sea boats to struggle with the gales and currents that are the natural obstacles to safe navigation of these waters. It may be asked if the rebels have not to endure the same. I answer that they have knowledge, possess the inner harbors, etc. It is enough to say that I think all the resources of the North would not have erected Forts Hatteras and Clark. Even now these works seem to be no better than when captured. The rebels receive supplies from all the neighboring towns and surrounding country, while we must draw everything from the North—fuel, water, provisions, etc. The tugs sent here are comparatively useless, being to a great extent unseaworthy. It seems to me almost deliberate sacrifice to hazard their valuable batteries and munitions; *vide* the *Fanny*.*

In conclusion, I consider the position of our affairs at this place to be serious and requiring wise counsels, judicious handling, and careful thought. This to both sea and land forces. I have no hesitation in giving my professional opinion that the time for successful action on our part has passed. The enemy cover all the ground against us within; we can only hold the inlets to prevent privateering and supplies reaching the enemy. Hatteras Inlet can not be made a base to carry on offensive measures against the enemy with success. If insane and desperate efforts are required against the enemy without a chance of success, I fancy there are men here to attempt them; but any well-devised, deliberate plan, having for its object the sure defeat and capture of the enemy, the possession of his strongholds, and the reduction to obedience of those now in armed rebellion against their country, I fear will be hopeless. Had our country no other points to strike at, this could be made an effective point to operate from. I think myself this is the point to attack Norfolk from; but Norfolk must first be of sufficient importance to us to justify us to [in] the preparation for the accumulation of the Army and small boats [and] flats necessary to accomplish it. These views I give you candidly and without fear. No man was more anxious than I was three months since, or more sure of success had we then struck; but now I feel as if daring, boldness, or sacrifice of life will be of no avail. Nothing can be gained except by an overwhelming force of good naval vessels, flatboats, etc., and a well-drilled army.

As I give you these opinions as a naval man, having the good cause at heart, you are at perfect liberty to use them as you may see fit.

I am, very respectfully, etc.,

R. B. LOWRY,
Lieutenant, U. S. Navy.

Commander H. S. STELLWAGEN, U. S. Navy.

* See pp. 275–278.

Attempt of Lieutenant Minor, C. S. Navy, to blow up a Federal vessel at Newport News, Va., by means of a torpedo.

Order of the Secretary of the Navy of the Confederate States.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, October 5, 1861.

SIR: Commander M. F. Maury having been ordered on special duty which will interfere with his orders relating to the submarine battery, you will report yourself to him and receive from him such instructions as will enable you to carry out his views relating to it.

By command of Secretary of the Navy:

Respectfully, your obedient servant,

FRANKLIN BUCHANAN,
Captain, in Charge.

Lieutenant ROBERT D. MINOR, C. S. Navy,
Richmond, Va.

Report of Lieutenant Minor.

C. S. S. PATRICK HENRY,
Off Mulberry Point Battery, October 11, 1861.

SIR: Owing to an unexpected delay in the completion of the magazines, I was unable to leave Richmond before the morning of the 9th, and did not reach this ship until yesterday about 8 a. m., when I laid your plan of the intended attack on the United States ships at anchor off Newport News before Commander Tucker, who, with Lieutenant Powell, the exective officer, placed every facility at my disposal for carrying it into execution. Acting Master Thomas L. Dornin and Midshipman Alexander M. Mason having volunteered to accompany me, the evening was passed in preparing the magazines and in explaining in detail to the officers the manner of handling and working them. In filling the tanks I found that I would have 392 pounds of powder to operate with, instead of 400, which I had calculated upon, and to insure them from sinking, I had some cork attached to the buoys, which subsequently proved of great advantage. The day was a stormy one, with a fresh breeze from the northward, with rain and mist, well suited for our operations against the enemy. About sunset Commander Tucker got underway from his anchorage off this place, and with lights shaded, steamed slowly down the river on a strong ebb tide, until the ships were seen ahead of us, when we came to within a mile and a half of the point, dropping the anchor with a hawser bent to it to prevent noise from the rattling of the chains. The boats were then lowered, the magazines carefully slung, buoys bent on at intervals of 7 feet, and, when all was ready, the crews, armed with cutlasses, took their places and were cautioned in a few words by me to keep silent and obey implicitly the orders of the officers. Acting Master Dornin, with Midshipman Mason, took the left side of the channel, while I took the right with Mr. Edward Moore, boatswain of the ship, to pilot me. Pulling down the river some 600 or 700 yards, the boats were then allowed to drift with the rapid ebb tide, while the end of the cork line was passed over to Mr. Dornin and the line tautened by the boats pulling in opposite directions. The buoys were then thrown overboard, the guard lines on the triggers cut, the levers fitted and pinned, the trip line made fast to the bight at the

Additional report of Commander Lockwood, U. S. Navy, regarding assistance rendered to American ship John Clark.

U. S. PROPELLER DAYLIGHT,
Off Cape Henry, October 11, 1861.

SIR: After the firing ceased I sent a boat with an officer to assist the American ship *John Clark*, of Baltimore, under the command of J. Leturner, owned by Ford & Rodgers, with orders to heave up one of her anchors. Finding the current and set of the sea so strong as to frustrate our efforts to give her a tow, I sent the pilot and more men, eleven in all, to get the ship underway, with orders to take her out and anchor her in at least 6 fathoms of water, and after seeing her well underway, standing out clear, I proceeded slowly for our usual anchorage; and shortly after anchoring, before we had given the steamer all of her chain, I discovered the ship nearing us, apparently taking no notice of us, although we had a light hoisted forward and aft. I immediately hailed, directing her to put her helm down and go about, but she stood on and came in contact with us on the port bow, damaging us considerably, which, however, can be repaired by the carpenters of one of the ships having the tools and workmen, with the exception of the anchor on the port bow, one of its flukes being broken, and we will require another of about 1,600 pounds. It was a gross piece of carelessness, and I have sent the pilot up and recommend that he be discharged, as we can get along as well without him as with him.

Notwithstanding the assistance rendered, the captain of the ship evinces the basest ingratitude for saving his ship and bringing her out of danger by threatening to report me to the flag officer and the Secretary of the Navy for sending for my men after the ship had been anchored in a place of safety and her sails furled, and he was exceeding impertinent and abusive in his language.

Had his ship remained where she was during the night she probably would have been in possession of the enemy this morning, and although the wind had abated so that she could have shifted her berth, still no effort appears to have been made to do so by them until we aided them.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the affair in Lynn Haven Bay, Virginia.

NAVY DEPARTMENT, *October 16, 1861.*

SIR: Your No. 5, dated the 12th instant, has been received.

The Department has read with much pleasure the report of Commander Lockwood of his engagement with the rebel battery at Lynn Haven Bay, and is much gratified at his success in silencing the enemy and relieving the merchant ship *John Clark* from her dangerous situation.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads, Virginia.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding certain vessels of his command, and the state of affairs at Hatteras Inlet, North Carolina.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 11, 1861.

SIR: The tug *Young America* now leaks so badly that she can scarcely be kept free by the constant use of her donkey engine. The water pours in as though a butt were sprung, and this probably is the case. She must be hauled up in order to repair the damage, and as that can not be done here I shall have to send her to Baltimore. May I request that the necessary directions be given concerning her repairs? If found good and sound enough she ought, I think, to be coppered, as the worms hereabouts are very destructive to a wooden bottom.

The *Dawn*, now at Washington, also requires repairs. Her services would be useful at this time, as I have no vessel to take her place at the mouth of York River, and, consequently, that station remains unguarded.

In my judgment, it would be well to add another steamer to the one (the *E. B. Hale*) stationed about the mouth of the Rappahannock. I have nothing on hand for the purpose.

Commander Stellwagen writes me under date of the 2d instant that the state of affairs here (Hatteras Inlet) is so critical that the duty of blocking up the inlets is impossible. If this state of things has not been changed by the recent punishment given to the enemy, that officer's services are no longer necessary where he is, and he had as well be ordered to return to Washington to command the *Hetzel*. I shall write to him accordingly.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding instructions to officers relative to the seizure of vessels.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 11, 1861.

SIR: With your consent, I propose to add the following to the instructions already given by me to the officers commanding the blockading vessels under my control, and of which I had the honor to furnish you a copy* under date of the 3d instant:

Vessels with contraband goods on board approaching any of the blockaded ports, or vessels that may have cleared for any of those ports or be found with a due warning on their papers hovering about any of them, are all to be seized and sent in for adjudication.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

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* See pp. 266, 267, 281.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the inefficiency of certain officers in command of tugs.

NAVY DEPARTMENT, *October 11, 1861.*

SIR: Captain Chauncey, late of the *Susquehanna*, arrived at the Department yesterday and reports verbally the inefficiency of the commanders of the tugs *General Putnam* and *Ceres*, and that two of the master's mates of the latter vessel are thieves.

In this great emergency the Department has made the appointments from outside of the Navy upon the best recommendations possible to obtain, but in several melancholy instances has been deceived.

The Department relies upon the vigilance of the flag-officers to watch over these appointees, instruct them carefully in their duties, perfect them in the drill at great guns and small arms, but to take care that no movement is hazarded by being confided to incompetent hands.

The loss of one of these useful steam tugs, most of which are commanded by persons from the merchant service, would be felt far beyond its pecuniary value, as the offensive operations of the Navy thus far have been skillful and successful. You will make such changes in the commanders of these vessels and the subordinate officers as shall insure their safety and efficiency, reporting your action to the Department. The patriotism of the merchant service gives us a volunteer force of excellent seamen, brave and loyal, and you will take care that the inefficient under your command are removed immediately from positions of trust, and, if a careful examination of the facts shall warrant it, you will send anyone home, furnishing the Department with the written evidence upon which your action was based.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Stellwagen, U. S. Navy, regarding the blocking of Ocracoke Inlet, North Carolina, with vessels loaded with stone.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 11, 1861.

SIR: If it be still impossible, notwithstanding the recent punishment given to the enemy, to block up the inlets to which your attention was directed, you can return to Washington, via this place, to take command of the *Hetzel*. If, in your judgment, the schooners with stone can be of no service where they are, either now or hereafter, send them all to this place. Can there be a difficulty about blocking up Ocracoke Inlet? The defenses there, I understand, are all destroyed and the place is unoccupied. If you can block it up, do so, and use as many of the schooners as may be necessary for the purpose.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander H. S. STELLWAGEN, U. S. Navy.

Report of Commander Stellwagen, U. S. Navy, stating the impossibility of blocking the inlets of North Carolina.

OLD POINT COMFORT, VA., *October 11, 1861.*

SIR: The impossibility of carrying out the obstruction of channels, before reported, and my further presence at Hatteras being useless, I have availed myself of the return of the *Spaulding* to send on the men employed to take down the schooners, a list of whom accompanies this, as also a list of the vessels and their present places.

The tug *Tempest* being disabled was to have been towed up this trip, but the gale and heavy sea prevented. I would respectfully represent that a small propeller tug is necessary at Hatteras to cross the bar when rough, for the purpose of communicating with or towing vessels in and out. The side-wheel ones are not fit for the breakers.

Vessels like the *Underwriter*, *Hetzel*, and *Stars and Stripes* can not be lightened to cross the bulkhead bar; the tugs *Ceres* and *Putnam* grounded nearly every time they attempted it.

I respectfully request permission to repair to Washington to see about the *Hetzel*, etc., and my clothing.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron.

Further report of Commander Stellwagen, U. S. Navy, regarding the impossibility of blocking the inlets of North Carolina.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 11, 1861.

SIR: I have to report that the impossibility of obstructing the inlets of North Carolina is owing to the enemy holding the sound with an overwhelming force, six armed steamers having been seen together several times, and I am informed they have many more.

To go around inside to Ocracoke the distance is 25 miles, and the expedition would be cut off, particularly as no first-rate pilot can be procured, the navigation being intricate and shoal.

To go over Ocracoke outside bar requires a first-rate local pilot. The water is shoal and channel crooked, and it could not be done by the side-wheel tugs, except in the smoothest sea, and then at great risk of losing them. They are very low in water and not fit to cross the breakers. No such time has presented yet.

They have been kept very constantly at work.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron.

Report of Commander Stellwagen, U. S. Navy, regarding the stone vessels at Hatteras Inlet.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 11, 1861.

SIR: In reply to your questions about the schooners with stone ballast at Hatteras Inlet, I have to inform you there are eight of them

afloat, of which some five are pretty good, viz, (1) *J. Alexander*, (2) *South Wind*, (3) *Summerfield*, (4) *Friendship*, (5) *Ellen Goldsborough.* These vessels were all purchased low, and the worms have, I suppose, injured them. Four are in use as storeships (three for Army and one for Navy) and are very useful, almost indispensable.

Three, the *Hero*, *Patriot*, and *Mary and Hetty* are very old, probably not worth removing.

Very respectfully, etc., your obedient servant,

H. S. STELLWAGEN,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron.

Proposed transfer of the Rip Raps from the Army to the Navy.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to the Secretary of the Navy, transmitting letter from Major-General Wool, U. S. Army.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 12, 1861.

SIR: I received to-day a communication from Major-General Wool, concerning the transfer of the Rip Raps over to the Navy, of which I herewith send you a copy. The space already cleared there is but very limited, and the buildings erected are quite indifferent and only calculated to shelter tolerably well about 180 or 200 men at most. A company of volunteers and 50 or 60 convicts and prisoners, which the general proposes to retain at the place, will require at least one-half, if not two-thirds, of the accommodations, to say nothing of the incongruous association of sailors, soldiers, and convicts. The Navy, too, it appears, while held responsible for the defense of the work and the channels commanded by it, is to discharge this duty under the general command of General Wool, and this against the sound military rule, long since acknowledged by us, that, in the case of army and navy officers, neither can command the other. If the place, which, as you are aware, is quite small, can not be given up to the entire control of the Navy, it is better, I think, that it should remain as it is in the hands of the Army, with the understanding, however, that the eighteen 9-inch navy guns, already ordered here, are to be mounted as early as possible, and that I, in case of need, am to furnish assistance in the way of men and means to fight them. The enemy is evidently very busy in making preparations for a blow hereabouts, and the Rip Raps should certainly be put in good fighting order forthwith. It is far from being in such a state just now. With regard to the 180 or 200 men recently sent down here from Washington, I can readily distribute them on board the *Congress*, *Cumberland*, and this ship until they may be wanted either at the Rip Raps or elsewhere. As things stand, I do not feel that it would be right in me, or in accordance with your wishes, to accept the Rip Raps on the condition proposed by General Wool's communication, and I shall therefore await further instructions from you upon the subject. I desire of all things, on every account, to avoid misunderstandings, especially such as are at all likely to prove detrimental to the public interests. In an interview this morning with General Wool, I inferred from what passed between us that he expected the Navy to take charge only on the terms indicated. The most pleasant relations exist between that officer and myself, and I most certainly will do everything to assist him in my power. The main thing

is to get the place cleared away and prepared, to have guns mounted as rapidly as possible, and then to have the right sort of men on hand to fight them; nor is it, in truth, of any consequence who arranges matters, so long as they are properly accomplished.

I avail of this opportunity to state that I am preparing the *Susquehanna*, day and night, to get off, and the moment she is ready I shall dispatch her to take the place of the *Monticello*, now off Charleston, and order the latter vessel to go off Savannah.

If a supply vessel comes by here in the meantime I shall send orders by her for the *Monticello* to go off Savannah in anticipation of the *Susquehanna's* arrival.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, October 12, 1861.

SIR: I have received a communication of the 8th instant from the General in Chief of the Army, in which I find the following instructions, viz:

It is the desire of the Navy Department, in which the Secretary of War and the General in Chief concur, that you put the Rip Raps in the hands of the Navy, giving them charge of the guns and batteries there, and they will be responsible for the defense of the work and the channels commanded by it, of course under your general command.

When you are ready I will make the necessary arrangements for the Navy to take charge of the Rip Raps, as indicated.

It is proper, however, to state that the Rip Raps is the only place we have for prisoners of war and convicts. We have now between fifty and sixty confined at that place. These I presume you do not desire the charge of. In such a case a company of volunteers will be necessary for their security. I mention the circumstance in order that you may make arrangements accordingly.

The company might furnish a guard at night for the batteries and the gun on the wharf.

I am, very respectfully, your obedient servant,

JOHN E. WOOL,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding, Navy.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to the commanding officer of the U. S. S. Powhatan, regarding distribution of petty officers and enlisted men.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 13, 1861.

SIR: You will please distribute the men brought down by you to be landed on the Rip Raps, as follows, viz:

To *Minnesota*, 2 petty officers, 30 seamen, 36 ordinary seamen, and 32 landsmen..	100
To *Congress*, 1 petty officer, 15 seamen, 19 ordinary seamen, and 15 landsmen....	50
To *Cumberland*, 1 petty officer, 14 seamen, 19 ordinary seamen, and 16 landsmen..	50

You can get what coal you require from the coal ship *Charles Phelps* and give the officer in charge a receipt for what you take.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

COMMANDING OFFICER U. S. S. POWHATAN,
Hampton Roads.

Letter from the Secretary of the Navy to the Secretary of War regarding an amendment to the instructions to Major-General Wool.

NAVY DEPARTMENT, *October 14, 1861.*

SIR: I have received a copy of instructions issued from the headquarters of the Army on the 8th instant to Major-General John E. Wool, commanding at Fortress Monroe, on the subject of putting the Rip Raps in the hands of the Navy, agreeably to the request of the Department. To avoid difficulties and to guard against them, I would respectfully suggest an amendment of the instructions by omitting the words "of course under your general command." It is proposed to make the force at the Rip Raps a school for discipline, and the place should therefore be exclusively, for the time being, under the control of the Navy, who will defend it.

I have the honor to be, etc.,

GIDEON WELLES.

Hon. S. CAMERON,
Secretary of War.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding terms of transfer.

NAVY DEPARTMENT, *October 16, 1861.*

SIR: Your letter of the 12th instant has been received, which, together with its enclosure, was referred to Lieutenant-General Scott, who entirely approves of the views contained therein, and will give instructions to Major-General Wool in accordance therewith.

Previous to the reception of your letter the Department had notified the Secretary of War that the entire control of the Rip Raps must be given up to the naval authorities.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, acknowledging receipt of orders.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 19, 1861.

SIR: I have the honor to acknowledge receipt of your letter of October 16, answering my letter of 12th instant in regard to the Rip Raps; * * * one of October 17 directing me to send the *Powhatan* to Washington. * * *

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from the Acting Secretary of War to the Secretary of the Navy, transmitting order from the General of the Army to Major-General Wool, U. S. Army, regarding the amendment to his instructions.

WAR DEPARTMENT,
Washington, October 19, 1861.

SIR: Enclosed please find copy of a letter from the commanding general to Major-General Wool, commanding at Fortress Monroe, relative to the Rip Raps.

Respectfully,

THOMAS A. SCOTT,
Acting Secretary of War.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

HEADQUARTES OF THE ARMY,
Washington, October 18, 1861.

SIR: Since your communication of the 12th instant, in which you remark that the flag-officer requires the entire command of the Rip Raps or nothing to do with it, and that you have not the slightest objection to giving him the whole charge if he will take the prisoners of war and convicts, for whose confinement you have no place but the Rip Raps, a communication has been referred to the General in Chief from the Navy Department, in which an amendment is suggested to the instructions to you, of the 8th instant, by omitting the words "of course under your general command."

The General in Chief desires you to receive this amendment, and to make the best arrangement in your power in relation to the prisoners.

I am, sir, very respectfully, your obedient servant,

E. D. TOWNSEND,
Assistant Adjutant-General.

Major-General WOOL, U. S. Army,
Commanding, etc., Fort Monroe, Va.

[NOTE.—No further correspondence on this subject found. The Rip Raps was not turned over to the Navy.—COMPILERS.]

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the division of the Atlantic Blockading Squadron, and designating his command as the North Atlantic Squadron.

NAVY DEPARTMENT, *October 12, 1861.*

SIR: Upon the departure of Flag-Officer S. F. Du Pont from Hampton Roads you will consider the Atlantic Blockading Squadron divided at the junction of North and South Carolina, and the northern division under your command will be known as the North Atlantic Squadron.*

*Flag-Officer Du Pont did not leave Hampton Roads until October 29, but the Department began to address Flag-Officer Goldsborough as commanding North Atlantic Squadron from October 12, though he commanded the Atlantic Squadron up to date of Flag-Officer Du Pont's departure from Hampton Roads.—COMPILERS.

By your last report the following vessels appear to be stationed south of the dividing line:

Sabine, Captain Ringgold, off Georgetown, S. C.
Vandalia, Lieutenant Haggerty, off Bull's Bay, South Carolina.
Roanoke, Captain Marston, off Charleston, S. C.
Flag, Commander Sartori, off Charleston, S. C.
Savannah, Commander Missroon, off Savannah, Ga.
St. Lawrence, Captain Purviance, off St. Simon's, Ga.
Dale, Commander Yard, off Fernandina, Fla.

Let the *Susquehanna* and *Roanoke* exchange places and the above-named vessels will, for the present, form part of the South Atlantic Squadron. Vessels of this squadron will draw their supplies from the stores at Hampton Roads, and you will afford them facilities for so doing, as well as for any repairs they may require.

The Department will increase your force as early as practicable.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Squadron, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, designating certain vessels for duty in the South Atlantic Blockading Squadron.

NAVY DEPARTMENT, *October 12, 1861.*

SIR: The following vessels have been ordered to proceed from Washington to Hampton Roads, not later than Wednesday morning next, and there await the arrival of Flag-Officer Du Pont, to whom they will report as part of the South Atlantic Blockading Squadron, viz:

Seminole, Commander Gillis; *Pocahontas*, Commander Drayton; *Pawnee*, Lieutenant Commanding Wyman; *R. B. Forbes*, Lieutenant Commanding Newcomb; and *Penguin* (if in proper condition), Acting Lieutenant Budd.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads, Virginia.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the shipment of blankets for blockaded ports.

NAVY DEPARTMENT, *October 12, 1861.*

SIR: The Department has information of the shipment from England to Halifax of large quantities of blankets, etc., intended, as is supposed, for the blockaded ports, and to be thrown into them by some organized system of trade which should be watched and detected.

I am, respectfully,

GIDEON WELLES,

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron.

NAVY DEPARTMENT, *October 12, 1861.*

SIR: The propellers *Dawn* and *Daylight* have been purchased for the use of the Government.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the blocking of the inlets of North Carolina by sinking vessels loaded with stone.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 12, 1861.

SIR: The Government is anxious to have Oregon, Loggerhead, and Ocracoke inlets blocked up by placing obstructions over the inner bulkheads, not on the outer bars, but at the line of meeting of the waters of the sea and of the sound inside the headlands, and I desire that you will avail of the earliest opportunity to execute these services.

At present there may be difficulties too great to overcome about the inlets of Oregon and Loggerhead, but I can perceive nothing of the sort about that of Ocracoke, particularly if approached seaward and in good and proper weather. The schooners now at Hatteras Inlet and provided with stone are to be used for the purpose in view. You will regard them all as under your charge, and I wish them kept in proper condition to be used as stated. The *Stars and Stripes* herself draws, perhaps, rather too much water for Ocracoke bar, but one or two, or even all if necessary, of the tugs now subject to your orders can be used to tow a sufficient number of the schooners, seaward, down there on a suitable occasion and to the spot where they are to be sunk, provided the assistance of a competent pilot be obtained.

Commander Stellwagen was ordered to execute the above duties, but he has returned here without having accomplished any material feature of them.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding REED WERDEN,
Comdg. U. S. S. Stars and Stripes, Hatteras Inlet, North Carolina.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the impossibility of blocking the inlets of North Carolina with vessels loaded with stone.

U. S. S. STARS AND STRIPES,
Hatteras Inlet, October 13, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of yesterday's date, directing me to execute the service of blocking up the

inlets of Oregon, Loggerhead, and Ocracoke by sinking obstructions over the inner bulkheads.

I herewith enclose a letter I addressed to Commander Stellwagen, at his request, stating my views on this subject, and I am still of the opinion that it is impracticable to perform this service so long as the enemy have possession of the sound. At present I can do nothing. The people employed on this duty by Commander Stellwagen have been discharged, and left with him on the steamer *Spaulding* on her last trip to Fortress Monroe. All the schooners brought here by Commander Stellwagen were and are now in a very bad and leaky condition. Some were hard aground, two lost on their passage here, and two sunk in the harbor, one of which having navy stores on board, before my arrival here. Three are now in use as store vessels for the Army and Navy. But five now remain, and some of these are without pumps, and it is only with the pumps from this vessel that I can keep them from sinking.

I also enclose a letter from Lieutenant Commanding T. S. Phelps, containing valuable information of the coast north of Hatteras Inlet.

I trust you may perceive how impracticable it is for me to perform the service you have assigned to me, and I respectfully request to be relieved therefrom.

I am, respectfully, your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH, U. S. Navy,
Comdg. North Atlantic Blockading Squadron, Fortress Monroe.

[Enclosure.]

U. S. S. STARS AND STRIPES,
Hatteras Inlet, October 8, 1861.

SIR: I find on examination that it is not possible for vessels of the class of the steamers *Underwriter* and *Stars and Stripes* to operate in the sound, owing to their draft of water. If vessels are lightened to go over, they would be compelled to remain and trust to having all their coal and supplies sent to them over the bulkhead, where the little steam tugs *Ceres* and *Putnam* continually get aground. This would be a daily task of impossible achievement with our force. Within the sound there are no harbors, except at Roanoke Island, where the enemy are strongly fortified, and from which their vessels could always sally out whenever an opportunity presents itself. Our force would have to be increased, as they have, it is said, some 20 steamers, six of which we have seen. I therefore do not think it would be proper to creep into what must prove a trap. Our troops are all near the inlet, the most distant camp being but 2 or 3 miles off. All supplies must be brought by sea to them, almost an impossibility in the approaching winter season.

The point itself seems rapidly washing away, and there is danger that the forts will have to be abandoned on that account or from want of supplies.

I am, very respectfully, your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Commander H. S. STELLWAGEN, U. S. Navy,
Hatteras Inlet, North Carolina.

Report of Commander Yard, U. S. Navy, commanding U. S. ship Dale, of the capture by that vessel of the schooner Specie.

U. S. SHIP DALE, *At Sea, October 13, 1861.*

SIR: I respectfully inform you that last night in latitude 30° 50′ N., longitude 80° 40′ W., I captured after a chase of three hours the schooner *Specie*, of and from Savannah (via Wassaw Sound), bound for Havana with a cargo of rice (163,000 pounds).

I put on board Mr. H. R. Billings, master's mate, as prize master, and five men, together with the late master, and a person who represented himself as a passenger, and dispatched her to-day for Philadelphia.

The remainder of the crew, consisting of the mate and five men, I have retained on board as prisoners.

The papers taken in the prize, with proper letters of instruction, etc., were given the prize master, whom I directed, when released from the charge of the vessel, to go with his crew to Hampton Roads and to report to the commanding naval officer there.

I am, respectfully, your obedient servant,

EDWARD M. YARD,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Squadron, Northern Coast, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Acting Master Graves, U. S. Navy, to proceed to Baltimore in command of U. S. S. Young America.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 13, 1861.

SIR: Proceed to Baltimore with the tug *Young America* under your command and, on your arrival there, ascertain from the navy agent or otherwise what directions have been given from Washington concerning her repairs, and comply with them.

On putting the vessel in the charge of the person authorized to receive and repair her, you will return here immediately and bring with you everybody on board, except the engineer, who is to be left on board to look out and see that all the work done is faithfully and speedily executed. Direct him to keep me informed how her affairs progress, and to hurry the work forward by every means in his power, for I want the services of the vessel.

I wrote to Washington two days ago upon the subject of repairing your vessel, and requested that instructions might be sent to Baltimore in regard to her. Should you find that none have reached there, communicate your arrival for repairs to the Navy Department by telegraph.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master G. W. GRAVES, U. S. Navy.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting report regarding a reconnoissance of the inlets of North Carolina.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 14, 1861.

SIR: I have the honor to enclose herewith copy of report by Lieutenant Commanding Thomas S. Phelps, in reference to observations made at Oregon, New, and Loggerhead inlets, North Carolina.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S S CORWIN,
Hatteras Inlet, October 12, 1861.

SIR: The following is the copy of a portion of a report made to the Superintendent of the Coast Survey in relation to observations made at Oregon, New, and Loggerhead inlets, North Carolina, viz:

On my way down I ran close along the beach for the purpose of reconnoitering the inlets and sounds, and have to report the following observations made:

At Oregon Inlet the channel is buoyed from near the bar through the bulkhead to the deeper waters of the sound.

On the extreme north point of Pea Island, or the point forming the south side of Oregon Inlet, quite an extensive fort has been thrown up—I should judge about 500 feet in diameter, with a magazine in the center. From the masthead we counted nine embrasures, two facing to protect the bulkhead channel and the others the inlet and to seaward. Owing to the thick, rainy weather I could not discover whether there were any guns mounted or not. There appeared to be two houses and several tents inside the fort; only about eight or ten men were seen. The light-house has been destroyed.

I passed about three-quarters of a mile outside of the breakers in 5 fathoms.

At New Inlet, 10 miles south of Oregon Inlet, the sea was breaking all the way across, although the sea was very smooth, and 2 miles from the land the swell was scarcely perceptible.

At Loggerhead Inlet the sea was also breaking across from point to point, and from the masthead the bulkhead just inside the inlet appeared to be awash and many parts dry. My belief is that these two inlets, New and Loggerhead, for all practical purposes, are closed, for, as I mentioned before, the sea was very smooth, yet the breakers across both inlets were too heavy to send a boat in.

Beyond the foregoing, I noticed nothing of interest either in the sound or on the beach.

I am, respectfully, your obedient servant,

THOS. S. PHELPS,
Lieutenant, Commanding, Assistant in Coast Survey.

Flag-Officer L. M. GOLDSBOROUGH, U. S. Navy,
Comdg. U. S. Naval Forces Hampton Roads, Virginia.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the blocking of Ocracoke Inlet, North Carolina, by sinking vessels loaded with stone.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 14, 1861.

SIR: I am in receipt of your letter* of yesterday. Before consenting to relieve you from the duty to which it relates, I wish to be distinctly

*See p. 315.

informed as to the difficulties of blocking up Ocracoke, as directed, by proceeding there seaward, and not by the sound.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH.
Flag-Officer.

Lieutenant Commanding REED WERDEN,
Comdg. U. S. S. Stars and Stripes, Hatteras Inlet, North Carolina.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, in relation to inefficient commanding officers.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 14, 1861.

SIR: It is intimated to me that the commanders of the tugs *General Putnam* and *Ceres* are inefficient, and that two of the master's mates of the latter vessel may be thieves. If either of those commanders is certainly unworthy of his trust, or unfit in reality to be where he is, I shall not hesitate a moment to dismiss him from his command on receiving proper evidence, in writing, of the fact; and furthermore, if the facts warrant it, instead of continuing him in the service I shall send him to his home. In the meantime, however, I wish you to take care that no movement of those tugs is hazarded by being confided to incompetent hands, for the loss of one of them would be felt far beyond its pecuniary value. I desire that you will make enquiry as to any roguery that may have been committed on board the *Ceres* and inform me of the result. You are at full liberty to let the commanders of the tugs in question know the grounds they stand upon, and the course I shall pursue toward them if necessary. Keep me fully informed of their conduct.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding REED WERDEN,
Comdg. U. S. S. Stars and Stripes, Hatteras Inlet, North Carolina.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding British schooner Argyle.

NAVY DEPARTMENT, *October 14, 1861.*

SIR: I herewith enclose copy of communication from the U. S. consul at Halifax [Nova Scotia] respecting the British schooner *Argyle*, which recently cleared from that port with a cargo destined, it is thought, for the insurgent States.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

CONSULATE OF THE UNITED STATES,
Halifax [Nova Scotia], September 23, 1861.

SIR: The British schooner *Argyle*, referred to in my dispatch of the 7th instant, sailed yesterday from this port, having cleared for Matamoras, in Mexico.

It is rumored that she intends making an attempt to enter either Beaufort, Wilmington, St. Josephs, or St. Marks, but if unsuccessful will then proceed to Matamoras, in Mexico.

Since the taking of Forts Hatteras and Clark there will, I think, be fewer attempts from this quarter directly to run the blockade; but that the owners of British vessels laden with cargoes destined for the Southern States will hereafter endeavor to accomplish their designs by first landing their cargoes at Matamoras or some other of the Mexican ports.

Deeming it my duty to communicate these facts to the Department of State, I have the honor to be, sir, with great respect, your obedient servant,

M. M. JACKSON.

Hon. WM. H. SEWARD,
Secretary of State.

Letter from George W. Davis, esq., to the Secretary of the Navy, giving information in regard to the Confederate defenses on the Georgia coast.

THOMPSON, CONN., *October 14, 1861.*

DEAR SIR: A correspondence has been going on between yourself and Jeremiah Olney, esq., of this town, about a matter in which I had the honor to act a prominent part. Mr. Olney to-day showed me a letter from you asking Mr. Davis to communicate to you any information that might be in his possession about matters pertaining to the Georgia seacoast defenses, etc. Patriotism would have and has prompted me to do so, and, besides, I esteem it a privilege and honor to be able to furnish my Government any information that may be of any worth.

I left Savannah, Ga., on the 18th September last, after a residence of nearly one year in Darien, Ga., engaged as a private tutor. Darien being a seaboard town, I then became somewhat acquainted with the Georgia coast, and saw something of the defenses which were erected and in process of erection.

With a chart of the Georgia coast made out by the U. S. Coast Survey before you the places of which I shall speak will be recognized.

The city of Savannah is in a tolerable state of defense, although by no means invulnerable. Besides Forts Pulaski and Jackson there are land batteries thrown up on Tybee Island, mounting some ten guns, some of them 10-inch columbiads. These guns are mounted behind simple embankments of sand which nature has provided in the shape of sand dunes, and are manned by some 250 men. Besides there is a battery of flying artillery stationed there. In case the garrison is overpowered it has facilities of retreating to Fort Pulaski. The full complement of guns for this fort is 139, of which about 60 are mounted. The most of those mounted are heavy columbiads, which, being well served, would doubtless do much execution. This fort can be shelled from Tybee, and is, in fact, commanded by it. I am not able to state how

many men are stationed in Fort Pulaski, but doubtless a sufficient garrison. Fort Jackson has a few guns mounted, but not much dependence is placed in its protection to Savannah.

I have been speaking of the main entrance to Savannah, or Savannah River. The back entrance, or Vernon River, where the British entered in the Revolution, is protected by sand batteries erected on Green Isle, mounting nine guns of heavy caliber. These fortifications are much stronger than the most of the works on the coast.

Wassaw entrance is, or was, to be protected by a battery mounting five guns, four 42s and one 10-inch columbiad. There was to be, and probably now is, a battery erected on the north point of St. Catherine's Island, which was to mount five guns, four 42s and one 10-inch columbiad.

Sapelo, the best bar south of Norfolk, on which there are 26 feet water, is protected by a battery erected on the island of Black Beard (U. S. Government property) mounting four guns, four 42s; one 10-inch columbiad was sent there, but in landing it it got into the water and can not now be hoisted out. The battery is manned by 112 men, under command of Captain Knight. There is no means of escape to the main, not even a boat of any kind.

The next, Doboy, 21 feet water, is protected by a sand battery erected on the south point of Sapelo about 100 yards southeast of the light-house. Five guns have been sent there, four 42s and one 10-inch columbiad. When I left the four smallest ones had been mounted. Three masked batteries are thrown up along the beach north of the main battery to prevent the enemy from landing in surfboats, but none of them are armed nor is it probable that they will be; there are 225 men stationed there, and have tolerable means of escape, if overpowered. The defenses of Brunswick Harbor are of the same character as Doboy, 5 guns of the same caliber, manned by 150 men, commanded by Captain Dent. The battery is situated a few yards east of the light-house. The light-house, also the one at Doboy, will be used as a magazine.

There was talk when I left of erecting another battery on the opposite side of the channel and farther up the entrance on Jekyl Island, but it is very doubtful about their being able to obtain guns for it. The entrance at the south end of Cumberland Isle, Dungeness, is protected by a battery mounting five guns, four 42s and one 10-inch columbiad. Fort Clinch is intended to protect Fernandina; the fort mounts some ten guns, but it is not of a very formidable character, as it is completely commanded by neighboring heights.

All these fortifications have been erected by slave labor, and many are yet employed upon them.

Brigadier-General Lawton, of Savannah, is the person commanding the Confederate States forces on the Georgia coast, and in a late article in the Savannah Republican, understood to have been written by himself, or at his direction, he stated that no more ordnance could be had, at least for the present, until it could be cast at Richmond. The guns now on the coast are those that were formerly in the Gosport yard, at Norfolk, and have been refitted.

At the time I left the matter was agitated in the papers of taking some 700 tons of railroad iron lying at Darien and Brunswick, also a large quantity of pitch-pine timber at Darien, and use it to construct bombproof batteries, but no such movements had been made by the authorities up to the time of my leaving.

Besides the defenses above mentioned they have a naval force of ten small steamers, principally employed in conveying troops and supplies

to the garrisons in these batteries and the reserves on the main. These steamers ply in the inland rivers and estuaries which exist all along the southern Atlantic coast. The C. S. Navy has four armed steamers on the Georgia coast. The squadron is under command of Commodore Tattnall, formerly of U. S. Navy. They mount five or six guns each, but are capable of doing very little execution, as they are old passenger boats armed.

Commodore T. often makes holy vows that he will yet sink each and all those d—d old tubs off the bar.

The *Bermuda* got in by means of a ruse. There is not the least doubt but that Commodore Tattnall was expecting her at that time and she was doubtless signaled off the coast and intelligence was doubtless immediately conveyed to the commodore, who had his naval force in readiness for an emergency for some days. The night before the arrival he steamed down the river and commenced a heavy cannonading near Port Royal, which no doubt attracted the attention of the blockade, which being quietly out of the way she slipped in. She may be known by this description: Her rig is very like that of the *Vanderbilt*, having no bowsprit; her two masts being far apart, with three yards on each mast; her shrouds and mainstays and other principal ropes are of iron wire. She is very long and sharp, with a black hull and a white stripe. Her mate described her as being very fast, being able to make 17 miles an hour. Her draft is 12½ feet, loaded. Her smokestack is very large, but short, and set very rakish.

At the time I left there was but one full regiment stationed on the Georgia coast (a mile from Savannah), that of Colonel Styles, at Brunswick, where he had about 500 men, including a battery of flying artillery and one company of cavalry. The rest of his command was distributed among the batteries. They were about to form another regiment, which will be stationed at Bayselon's Bluff, nearly opposite Sapelo entrance, on the main. Lamar, of the slave yacht *Wanderer* notoriety, was also about to form a regiment, which will be stationed at Sunbury. There was also some talk of forming another regiment at Brunswick. Colonel Gaulding [Spaulding] was forming a regiment in the upper part of Liberty County, intended for seacoast duty.

The Macon and Brunswick Railroad is in operation for some 50 miles into the interior.

At Darien there is now lying about 3,000,000 feet of pitch-pine lumber and timber (waiting a market).

At Darien and Brunswick there is now lying some 700 tons railroad iron which was carried there just before the blockade was ordered, and it was put under bonds for the payment of the revenue, which has been turned over to the C. S. Treasury, I have heard.

On the Altamaha River there have been harvested and stored 500,000 bushels of rice (also waiting a market).

In case the Georgia coast was invaded there would be no lack of men to repel the invaders, but a very large portion of these men are nearly or quite destitute of arms, and if the inland navigation was cut off it would be next to impossible to provision these troops, having it understood that the 500,000 bushels of rice are not left for them to feed upon.

The South Carolina coast is in a much better state of defense than any other section of the Atlantic or Gulf. Immense sums of money and an incredible amount of labor have been lavished in order to make their works strong. How far they have succeeded I am not able to say, but judging from the Charleston papers (which are not noted for telling too much truth) they must be formidable.

Up to the time I left none of the batteries had been supplied with ammunition, as it has been very difficult for the War Department to furnish the necessary supplies of ammunition, especially powder.

It was understood in Savannah that the cannon brought by the *Bermuda* were intended for the South Carolina coast.

I have endeavored to give you a true account of the most important things that I saw and the most important facts which I heard while in Georgia. I have not entered into very minute detail, and if there are any particulars about which you desire more information I will gladly give it, if it is in my possession. I believe that what I have written is perfectly reliable, but it is possible, of course, that I was deceived. I was arrested on my journey home by order of Brigadier-General Lawton, for the very reason that I knew all about the seacoast defenses and would doubtless give the information to the "vandals," but I had the good fortune to be set at liberty soon.

I have seen paragraphs in the papers stating that John E. Ward, of Savannah, and minister to China, etc., has gone to Europe with dispatches from Jefferson Davis. That I believe to be false. I traveled with him from Savannah to Columbus, Ohio, and have good reason to believe that his only business is to render assistance to his sick family in Florence. In alluding to the workings of secession, he said to me: "Three-fourths of the people of Georgia are heartily sick of the whole concern, myself among the number."

Hoping that what I have written may be of some service to the Navy Department, I am, sir, your obedient servant,

GEO. W. DAVIS,
Thompson, Conn.

HON. GIDEON WELLES,
Secretary U. S. Navy.

Letter from the Secretary of the Navy to George W. Davis, esq., acknowledging receipt of information regarding Confederate defenses on the Georgia coast.

NAVY DEPARTMENT, *October 22, 1861.*

The Department has received your communication of the 14th instant, and thanks you for the information afforded.

I am, respectfully,

GIDEON WELLES,
Secretary of the Navy.

GEO. W. DAVIS,
Thompson, Conn.

Destruction of ship Thomas Watson, October 15, 1861.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 21, 1861.

SIR: By the *Vandalia*, which arrived here last night, I am informed by Captain Marston, of the *Roanoke*, that the merchant ship *Thomas Watson* (one of those to which you called my attention a short time since) was burned to the water's edge on the 15th instant, while lying aground on Stono Reef, by our blockading vessels off Charleston.

It was in attempting to get into Charleston, despite of the blockade and the pursuit of our cruisers, that she ran on this reef.

No arms were among her cargo. It was made up of salt, blankets, flannels, and a few other things. She had various national flags on board, and among them a Confederate flag.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke.

U. S. S. ROANOKE,
Off Charleston, S. C., October 16, 1861.

SIR: I have the honor to report to you that early yesterday morning I discovered at a great distance from us a large sail, close under the land. I immediately ordered the *Flag* and *Monticello* to go in chase, and shortly after the *Vandalia* joined me, when I gave Captain Lee instructions also to proceed in the direction of the stranger. At 10 o'clock the *Monticello* returned and reported that the sail was the ship *Thomas Watson*, one of those described on your list as having guns on board; that she was ashore on Stono Reef in 7 feet water, abandoned, every soul having deserted her and left in such haste that their breakfast, though on the table, remained untouched. Captain Braine representing to me that boats were required to remove the cargo, I ordered him to remain off the port, and got underway with this ship and ran down to the *Thomas Watson*. When I arrived that ship had already 3 feet of water in her hold. Sending the four largest boats of this ship, together with those of the *Vandalia*, I ordered Captain Lee to take charge of all, and if, after removing as much of the cargo as was possible, it was found impracticable to get the ship off, to destroy her by burning. On searching the *Thomas Watson* it was found that her cargo consisted of salt, blankets, flannels, and a few smaller articles. When the dry goods were taken out, she was fired and burned to the water's edge. I would remark that in searching the *Thomas Watson*, it was done in four different places, to her keelson, and nothing of importance discovered.

I would also remark that her log book, and all her papers of every description, boats, etc., were taken away by her officers.

Three flags were found on board, viz, one Dutch, one Spanish, and one Confederate. I enclose Captain Lee's report, with a list* of articles which he took from the *Thomas Watson*, and a list* of dry goods which he received from the *Flag*. Also Captain Sartori's report, with a list of articles he took from the *Thomas Watson*.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. S. VANDALIA,
Blockade off Charleston, October 15, 1861.

SIR: As soon as practicable after anchoring at noon near the *Flag*, I dispatched Messrs. Whiting and Chandler, first and second lieutenants,

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*Not found.

and launch and first cutter, with hawser, tackles, etc., with orders to take in and furl the sails of the ship on Stono Shoals and to try to get her off. Subsequently I sent some marines to Lieutenant Whiting. On your arrival I received in person your orders to get the ship off if practicable, and if not, to save what part of the cargo could be conveniently saved and then to burn the ship. Four of the *Roanoke's* boats were sent to assist, in one of which I sent an order in pencil, of which enclosed is a copy (A). On reaching the *Flag* I found that Captain Sartori had taken possession of the ship in the morning, finding no flag flying and no person or boat on board—all gone—and had brought on board of the *Flag* some goods, more or less damaged, from the wreck. I desired him to make at once a list of everything saved from the wreck and to let my clerk make another. I afterwards desired him to make a report to you of his proceedings previous to my arrival. Captain Sartori then made signal to you at my instance of the substance of his verbal report to me. As he thought there were boxes under the salt which might contain arms, I sent note B (copy enclosed), to Lieutenant Whiting, and remained on board the *Flag* to have some soundings taken, and then caused her to run a third or half mile nearer the wreck.

When I first got on board the wreck, which was about a mile and a half from the rebel battery, Lieutenant Whiting reported to me that the ship had bilged, having 5 feet water in her hold forward and 7 or 8 feet aft; that she could not be got off; that owing to the quantity of salt and the water in the ship he could only make a partial examination for arms.

At sunset, having saved as much as possible, the ship, in obedience to your orders, was fired. Enclosed is a list, marked C, of the few articles brought from the wreck (before my arrival there) to this ship. It was my intention that all should be sent to the *Flag*.

I enclose the report of Lieutenants Whiting and Chandler, marked D. The vessel coming out of Stono Inlet in the afternoon, and under the protection of the rebel battery, showed no colors of any sort, was supposed to be armed, and returned on being fired at from *Flag*.

The clear and fine weather we had last night and for several days and nights previous has been so favorable for safe navigation that no vessel could have got here except by design.

Respectfully, yours,

S. PHILLIPS LEE,
Commander.

Captain JNO. MARSTON,
Senior Officer Present.

P. S.—I enclose a list (E) of all the dry goods, etc., received from the *Flag* for transportation in this ship, as ordered by you.

S. P. LEE.

[Subenclosure A.]

Take out all valuable cargo and send it to *Flag*.

Roanoke sends burning materials. If prevented by enemy from discharging *Watson*, burn her. She will be burned anyhow when cargo is out if she can not be got off, but I want to have all the cargo, if possible, and save *Watson*, too. Don't burn her before I come unless compelled to.

S. P. LEE.

SENIOR OFFICER.

[Subenclosure B.]

Break out the cargo for arms. Leave the salt on deck for the last, but throw it overboard at once if you are satisfied you can not get the ship off. My boat (gig), with pilot in it, is sounding to see if the *Flag* can go in nearer, and I stay here to move the *Flag* in, on my responsibility, when gig returns. If I find *Flag* can not be moved, I shall come at once to you. Keep a good lookout from your masthead for steamers coming down, and keep the rifle gun ready and well officered for work.

S. P. LEE.

Lieutenant WHITING.

P. S.—Send the best cargo first.

[Subenclosure D.]

U. S. S. VANDALIA,
Off Stono Inlet, South Carolina, October 15, 1861.

SIR: In obedience to your order I left the ship after 1 p. m. in charge of the launch and first cutter, with hawser and tackles to board the ship previously reported by the *Monticello* as the *Thomas Watson*, on shore on the northeastern side of the Stono Breakers, from 1½ miles to 2 miles from the beach. Boarded the U. S. S. *Flag* and ascertained that the ship was considered to be bilged, with much water in her hold. Boarded and examined the ship; found her grounded in the breakers, with 7 feet water under the bow and 9 feet astern. It being not yet half flood, Lieutenant Chandler and myself determined to try and get [her] off. Transported one of the ship's anchors to the launch, bent our hawser, and started the boats out to plant it. Before the boats could get to position, the sea being heavy against them, the ship began to rise and strike heavily, during which we found that the water had increased to 5 feet in the forehold and that she had opened under the starboard bow. As the bow was higher up than the stern, the water was higher aft than forward, and we concluded to recall the boats and give up the attempt to haul her off. We then commenced to save all the portable part of the cargo within reach. The boats from the *Flag* had been actively employed in this duty all the morning under charge of her own officers. The boats from the *Roanoke* were also engaged in this duty during the afternoon. We made as thorough a search for arms as the condition of the ship and cargo would admit, breaking out the bags of salt down to the water in several places, and opening all boxes, without finding any. At a little before 6 p. m., having discharged everything we could readily get at, in obedience to orders, she was set on fire.

Respectfully,

WM. D. WHITING,
Lieutenant.
R. CHANDLER.
Lieutenant.

Commander S. P. LEE, U. S. Navy.

[Enclosure.]

U. S. S. FLAG,
Off Charleston, S. C., October 16, 1861.

SIR: Yesterday morning at early daylight we discovered from our anchorage a sail bearing about west, completely hull down. I immediately signaled the *Roanoke* for permission to chase, and at once weighed

anchor and stood down the coast. At first she appeared to be a vessel under full canvas on the starboard tack (wind from northward and eastward), her upper sails only discernible. After steaming several miles, she appeared to have changed her course, heading to southward and westward. I stood down to westward, and soon made her out to be a ship. She appeared to be fast ashore, with sails partly clewed up and halyards let go. I continued on my course toward her, and, as I approached, could see no colors flying or any person on board. When about 1 mile distant I fired a gun for the purpose of making her hoist her colors, but, receiving no reply, I repeated the fire to prove the range of my gun, and came to about 1 mile from her in less than 4 fathoms water. Immediately I dispatched three boats, properly manned, to her. I found her hard and fast off the north breakers off Stono Inlet. Soon after one of my boats returned and reported her to be the *Thames Walton*, but from various articles and papers found on her, she proved to be the *Thomas Watson*, an American vessel, which had cleared from Wilmington, N. C., about the latter part of June last for Liverpool; and from other papers gleaned that she had been there last and had left there during the month of August.

Among other articles found on her were four flags, viz, one American, one Dutch, one Spanish, and a torn secession. She appeared to be laden with blue, red, and gray flannels, gray and blue blankets, machinery, salt, etc. After having boarded her and taken possession, the *Vandalia* came to anchor about 2 miles eastward of the *Flag*, and soon after (by signal from this ship) sent her boats, with which, and with those from the *Roanoke*, we succeeded in saving several boat loads of flannels, blankets, rigging, sails, and a variety of small matters. Some time after boarding the wreck it was discovered from this ship that boats were being hauled up on shore in Stono Inlet, and it was presumed that they were those belonging to the wreck. She appeared to have had four, and the officers and crew must have abandoned her when we were about halfway between our anchorage off Charleston Bar and Stono Inlet, as the table was laid for breakfast and the edibles yet warm. In the cabin several trunks were lying open, drawers and boxes had been hastily stripped or rifled, thus evidencing that a hasty retreat had been made. At no time was any flag displayed from her, and I took possession of her as a vessel entirely abandoned. A short time after taking possession, and prior to the arrival of the *Vandalia*, the *Monticello* came within hail, when, at the suggestion of Lieutenant Commanding Braine, I instructed him to apprise you of the condition of the vessel and request that your launch might be sent. Among other articles on board was an iron 9-pounder, together with a small quantity of ball, which were thrown overboard. Having saved all that it was possible, owing to the heavy sea breaking around and over her, by command of Captain Lee, of the *Vandalia*, the wreck was set fire to at 6:30 p. m., and I towed to their respective ships all boats that had been employed. I enclose a list of articles which came on board this ship.

I am, very respectfully, your obedient servant,

L. C. SARTORI,
Commander.

Captain JOHN MARSTON,
Senior Officer, Comdg. U. S. Frigate Roanoke, off Charleston Bar.

I sent you last evening the few papers found on board.

[Subenclosure].

List of articles brought on board the Flag from the wrecked ship Thames Walton, alias Thomas Watson.

2 bundles gray blankets.
4 bundles blue serge.
36 bundles red flannel.
1 bundle canvas.
1 piece red flannel.
7 broken bundles black and white thread.
1 coil of rigging and some old carpenters' tools.
3 compasses (1 marked Thomas Watson engraved on it).
1 speaking trumpet (Thos. Watson marked on it).
2 bundles gray blankets.
7 pieces red flannel.
1 thermometer.
1 barometer.
1 large coil of rigging.
1 small coil of rigging.
1 coil of rigging.
1 old topgallant yard.
3 sails.
2 bells.
19 packages of thread.
11 bundles red flannel.
1 bundle blue flannel.
1 small lot ironstone ware.
A few old nautical instruments.
A few charts.
1 whaling blunderbuss.
5 harpoons.
A small quantity of paint.
A few old lanterns.
A few pieces of machinery.
A few knives, forks, and dishes.
A few cans preserved meats.
A few small tin boxes printer's ink.
Three old mattresses.
Two small mirrors.
A small pig.
18 packages gold leaf.
1 box whale sockets.
A few kitchen utensils.
A Dutch flag.
A Spanish flag.
1 old secession flag (torn).
1 American flag.

Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, giving information regarding Confederate defenses.

U. S. SLOOP OF WAR JAMESTOWN,
Off New Inlet, October 15, 1861.

SIR: After a tedious passage, being detained off Cape Hatteras five days, we arrived at this place, and on the second day fell in with the *Gemsbok*, which was cruising from one inlet to the other. She had on board two pilots, decoyed out by running in and hoisting the jack. One of them we have on board. He professes to be a New Inlet pilot, and informed me that there were two batteries inside the inlet and two outside, with a regiment of North Carolina troops—about 900 men. He also says that there has been but very little trade to Wilmington or Smithville, it having been confined to three schooners to the West Indies, one of which, the *Winyho*, a pilot boat, was captured, and that an English hermaphrodite brig ran in, light, about the 15th of September; that coffee was 30 cents per pound and salt $4 a sack, he himself having paid these prices. I also learned from the *Gemsbok* that she had captured three vessels since her arrival here.

Since leaving we have boarded but two vessels, as shown in the enclosed statement, except the *Gemsbok*, *Young Rover*, and *Albatross*, and exchanged numbers with the *Cambridge*.

We have discovered, by running in within 1½ or 2 miles of the beach, an earthwork just to the northward of the light-house, with at least ten guns mounted, and a small one with two guns a short distance to the southward of it, neither of which is finished. They also appear to be building a casemate battery of timber for six guns near the light-house, to the southward. On the inside of the entrance was another, either on Zeek's Island or the southernmost extremity of Federal Point, as seen on the preliminary Coast Survey chart of Frying Pan Shoals and entrances to Cape Fear River, dated 1857.

The commander of the *Young Rover* informs me that there is a battery in process of erection on Smith's Island near Bald Head light.

I have the honor to be, very respectfully, your obedient servant,

CHARLES GREEN,
Commander,

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Marston, U. S. Navy, commanding U. S. S. Roanoke.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 15, 1861.

SIR: On the arrival of the *Susquehanna*, Captain Lardner, off Charleston, you will proceed off Beaufort, N. C., with the *Roanoke*, and blockade that port until further orders.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Captain JNO. MARSTON,
U. S. S. Roanoke, off Charleston, S. C.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to proceed off Savannah, Ga.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 15, 1861.

SIR: You will proceed off Savannah, Ga., with the *Monticello*, and report to the senior naval officer for such duty as he may assign you in blockading that port.

The *Rhode Island* has on board the ammunition you required.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding D. L. BRAINE, U. S. Navy,
U. S. S. Monticello, off Charleston, S. C.

[Endorsement.]

Reported off Savannah, October 19, 1861, in obedience to the above order.

J. S. MISSROON,
Commander and Senior Officer.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting information regarding Confederate operations in England.

NAVY DEPARTMENT, *October 15, 1861.*

SIR: I herewith enclose for your information a copy of a letter from the Secretary of State to this Department, dated the 7th instant, and

a copy of the dispatch of Mr. Adams referred to therein, in relation to the purchase of arms and fitting out of vessels in England for the insurgents.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

DEPARTMENT OF STATE,
Washington, October 7, 1861.

SIR: I transmit herewith for your information an extract from a dispatch of the 14th ultimo, No. 43, from Mr. Adams, our minister at London, in relation to the activity of agents of the insurgents in England in purchasing arms and fitting out vessels, three of which are said to be nearly ready for sea.

I have the honor to be, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Subenclosure.—Extract.]

SEPTEMBER 14, 1861.

In regard to the subject of the dispatch No. 72, dated the 24th of August, I have little to add to what has been said heretofore. The activity of the Confederate emissaries has been of late very much stimulated by a feeling that the prospect of recognition will, in a great degree, depend upon their success in maintaining themselves through the next three months. To that end they are straining every nerve in the purchase of arms and ammunition, in fitting out vessels, in subsidizing men, and in affecting the channels of opinion in this country. The faithful cooperation of the agents of the United States at the various ports in procuring information in advance of every movement becomes more and more necessary. Thus far I have had assistance only in a few quarters, though I have reason to believe that several of the consuls have not been wanting in furnishing information directly to the Department, which is better than doing it through me. It should, however, be better understood that it seems to be that one or the other course is expected whenever anything turns up deserving of attention.

Information was received in strict confidence by me a day or two since that another steamer was nearly ready for sea, but I could not obtain the name of the place where she was fitting out. It was stated that she was to carry a cargo much of the same kind as the *Bermuda*, and that a considerable number of capable men as engineers to manage steamers had been engaged to go out under high pay, a portion of which had been advanced in cash. She would be ready for sea in about sixteen days. I have some reason to suspect that two vessels, answering pretty well to this description, are nearly ready at Greenock.

I have conferred with Mr. Morse on the subject and he has, by my advice, taken measures to obtain information not only at that place, but on the eastern coast likewise, where the *Bermuda* was built. There is no doubt that the same parties are purchasing arms as fast as they can be made, and at high prices. Mr. Bulloch appears to be the most efficient agent engaged in these operations, in concert with Fraser, Trenholm & Co., and a Mr. Prioleau, all at Liverpool, where is to be found the greatest amount of active sympathy with the rebellion. Mr. Wilding, to whom I am much indebted for information, writes me that he has reason to believe that purchases of cotton may be made at New Orleans at as low a price as 7 cents a pound, to be warehoused until it can be exported, and that money has been advanced from Liverpool to pay for it. One thing is pretty certain, that the Confederates have considerable resources at that point.

Two advertisements of a singular character appeared in a Liverpool paper the other day. The object of the parties seems to be to obtain information which will stimulate the British authorities to dispute the validity of the blockade. They run as follows:

A well-known firm established at one of the Southern ports of the late United States has made arrangements to take charge of British vessels which may be sent out and to furnish pilots at a port of call. A partner now in this country will be glad to furnish information as to the safest methods of proceeding and of the articles most profitable to ship. Profits of 100 to 200 per cent are highly probable on both outward and inward cargoes. Orders will also be taken separately for the purchase of cotton to load said vessels or others on freight. Steamers to trade backwards and forwards to West Indies are particularly recommended. Letters to be promptly addressed to Z, 53, office of the Daily Post.

Notice.—A reward of £20 will be given to any one who can give reliable information of the departure of any vessels from Liverpool for the blockaded ports of the Southern States of America. Address Z, 100, office of the Daily Post. * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

[Hon. W. H. SEWARD,
Secretary of State.]

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding movements of vessels.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 16, 1861.

SIR: I have the honor to inform the Department that I have this day dispatched the *Susquehanna* to blockade off Charleston.

By the *Rhode Island*, which left yesterday, I sent orders for the *Roanoke* to go off Beaufort, N. C., as soon as the *Susquehanna* should appear off Charleston; and I also sent orders for the *Monticello*, now off Charleston, to go off Savannah immediately.

As soon as Flag-Officer Du Pont can assign a vessel to take the place of the *Monticello* on that service, I shall want her back in this direction, and shall so notify him on his arrival here, which is now hourly expected.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, regarding U. S. S. Vandalia and schooner Alert.

U. S. S. ROANOKE,
Off Charleston, S. C., October 16, 1861.

SIR: I have had much doubt as to the propriety of allowing the *Vandalia* to return to Hampton Roads, not having received from you any instructions as to her disposition. In your order to proceed to this place you informed me that I should have the *Flag* and *Monticello* to assist in blockading, but said nothing of the *Vandalia*. Having, however, heard several times unofficially that that ship had been ordered to rejoin you, and knowing that Captain Perry, the relief of Captain Lee, was waiting at Fortress Monroe when I left there, that Captain Lee had received orders, when relieved, to proceed to Washington, that directions were given not to take letters from Hampton Roads for the *Vandalia*, showing that she was expected at that place, and taking into consideration that the *Vandalia* had been off this place going on five months, I have deemed it best to permit Captain Lee to proceed to Hampton Roads, and trust my so doing will meet your approbation.

I avail myself of this opportunity of sending to you Captain Carlin, his mate, and two seamen belonging to the schooner *Alert*, which vessel I ordered to Hampton Roads on the 6th instant, in charge of Midshipman Weidman, and herewith forward to you a duplicate report of the detention of that vessel. There is one other item connected with the *Alert* which I think proper to bring to your notice. Captain Carlin claims the ownership of a part of the schooner; and being a naturalized citizen of South Carolina renders his portion liable to confiscation.

I have the honor to be, your obedient servant,

JOHN MARSTON,
Captain.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Lardner, U. S. Navy, commanding U. S. S. Susquehanna.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 16, 1861.

SIR: You will proceed off Charleston, S. C., with the *Susquehanna* and closely blockade that port until further orders.

L. M. GOLDSBOROUGH,
Flag-Officer.

Captain JAS. L. LARDNER,
U. S. S. Susquehanna, Hampton Roads, Virginia.

Report of Commander Gillis, U. S. Navy, commanding U. S. S. Seminole, of the arrival of that vessel at Hampton Roads.

U. S. STEAM SLOOP SEMINOLE,
Hampton Roads, Virginia, October 16, 1861.

SIR: I have the honor to report our arrival here this morning, and, in the absence of Flag-Officer Du Pont, reported to Flag-Officer Goldsborough.

JNO. P. GILLIS,
Commander.

Hon. GIDEON WELLES,
Secretary Navy, Washington.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information regarding submarine batteries in James River.

NAVY DEPARTMENT,
October 16, 1861.

SIR: I herewith enclose for your information copy of a communication from N. Niles, esq., dated the 12th instant, in which he states that he learns from a reliable channel that very powerful submarine batteries have been established along the James River, etc.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

NEW YORK, *October 12, 1861.*

MY DEAR SIR: I am informed through a reliable channel that the rebels have established very powerful submarine batteries all along the James River, connected by hidden wires with remote galvanic batteries, so that they can be made to explode, one by one, at the opportune moment, with security and success. This fact may be already known to you, but I have thought it my duty to communicate it in the fear that it is not.

The expectation in Richmond is that gunboats and transports are to be sent up the river, and they rely upon the success of the nefarious scheme mentioned to defeat your purposes. Scows sent along each shore of the river with iron drags would break all the wires and defeat the purpose of our barbarous enemies. In the hope of your continued success along the shore and before the cities of the South,

I remain, my dear sir, most truly and devotedly, yours,

N. NILES.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—We are daily expecting to hear of a great and successful battle before Washington. Such a battle would foreshadow an early triumph in all other sections of the country in arms against the Government.

N. N.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the preparation of the Merrimack (C. S. S. Virginia).

Confidential.] U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 17, 1861.

SIR: I have received further minute reliable information with regard to the preparation of the *Merrimack* for an attack on Newport News and these roads, and I am now quite satisfied that unless her stability be compromitted by her heavy top works of wood and iron and her weight of batteries, she will, in all probability, prove to be exceedingly formidable.

The supposition of the insurgents is that she will be impreguable, and a trial of her sufficiently to resist shot of the heaviest caliber, at a short range, is to take place before she is sent out to engage us.

She is still in the dry dock at Norfolk, and yet needs a goodly quantity of iron to complete her casing, all of which is furnished from Richmond. She has her old engines on board, and they have been made to work tolerably well. They are not expected, however, I understand, to afford anything more than a moderate velocity.

On coming out, she must, necessarily, proceed as low down as about Sewell's Point before she can shape her course to the westward for Newport News, and this will bring her within 3½ miles of us. My present purpose is to let her get well over toward the *Congress* and *Cumberland*, off Newport News, and then to put at her with this ship and everything else that may be on hand at the time, with the view of bringing her between the fire of those ships and these, and cutting off all retreat on her part. It is understood that she is to be assisted by the two steamers now up the James River, but as they can not be made very powerful I attach no very great consequences to this intention.

Nothing, I think, but very close work can possibly be of service in accomplishing the destruction of the *Merrimack*, and even of that a great deal may be necessary. From what I gather, boarding is impracticable, as she can only be assailed in that way through her ports, of which she has, in all, but fourteen.

If I could be furnished with a couple of tugs, or small steamers, to attend upon the *Congress* and *Cumberland* in season, so as to tow them promptly into position in case of necessity, they might prove of very great service. It will be, I infer, at least a fortnight before the *Merrimack* will make her attempt, but in the meantime I could employ those tugs or steamers very advantageously in the way of guard vessels at night, dispatch and tow vessels by day, etc. On the 9th instant an attempt, no doubt, was made by the insurgents to get an infernal machine among our shipping here, but it was happily foiled by the alertness of the *Lockwood*, which they tried to cut off with their two tugs engaged in the nefarious business. The night was dark and boisterous. Since then, they dispatched a tug with six armed boats in tow, toward Newport News, during the night; but, after proceeding a considerable way in that direction, concluded that it was too light for their purposes. I only mention these things to show the utility of active guard steamers.

Your most obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. SECRETARY OF THE NAVY.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, regarding cruising ground of that vessel.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 17, 1861.

SIR: After the arrival of the *Albatross* off Beaufort you will cruise with the *Roanoke* between that place and Wilmington, N. C., and inform yourself of the condition of the blockade and coast defenses in that neighborhood.

Return to this place certainly by the 1st of November.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Captain JOHN MARSTON,
U. S. S. Roanoke.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, regarding the cruising ground of that vessel.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 17, 1861.

SIR: You will proceed off Beaufort, N. C., and closely blockade that port until further orders, or until it is absolutely necessary for you to return to this place for fuel and supplies.

A general order in relation to instructions to prize masters is herewith inclosed.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander GEO. A. PRENTISS,
U. S. S. Albatross, Hampton Roads.

Instructions of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, regarding the blockade of the eastern shore of Virginia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 17, 1861.

SIR: I received on the 14th instant, by Acting Master Wood, who reached here the night before in charge of the prize schooner *S. T. Garrison*, your several communications, dated the 5th, 7th, 8th, and 10th instant.

I am happy to say that the brush* you had with the enemy on the 5th is creditable to all concerned.

With regard to the seizure of vessels, you must exercise a sound discretion. Let all pass which you believe to be engaged in a harmless trade and in a legal way with either Delaware or Maryland, and, on the other hand, seize all that are at all concerned in traffic or otherwise with Virginia and destroy them on the spot, if it be best to do so.

The waters of Chincoteague being, as it were, a common coast highway for the States of Delaware, Maryland, and a part of Virginia, it is to be inferred that coasters innocently trading to the former places will take good care to provide themselves with proper papers, and when any are found that have not observed this precaution, and more particularly without any papers at all, they are to be regarded as suspicious in a high degree and as affording abundant probable cause for seizure. But such seizures will have to be duly investigated, and, therefore, the best place, perhaps, for you to send the vessels is Philadelphia, directing them to be turned over to the U. S. district judge at that place. I send you herewith a copy of a form of instructions given to prize masters, and will thank you to be careful in observing its directions.

Protect the inhabitants on the island of Chincoteague as long as they remain true and loyal. With regard to granting them licenses to carry their oysters to Philadelphia and New York and bring goods back, the matter will have to be deferred until I can consult with the authorities at Washington. I suppose, however, that permission may be granted, but until it is, and I inform you of the fact, no trade of the sort is to

* See p. 288.

be carried on, except in cases (if there be any) where licenses have been already granted by competent authority.

I send you by the *Gertrude* one month's provisions of all kinds for fifty men.

To-morrow or next day I will send you 50 tons of coal by a captured schooner under the command of Acting Master White.

Acting Master Wood has gone with the schooner *S. T. Garrison* to Baltimore, where her case will be disposed of properly. The *Young America*, unfortunately, is now in the hands of carpenters, etc., at Baltimore. She broke down a week or so since, and will not be ready for service again for some time yet to come.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding A. MURRAY,
Comdg. U. S. S. Louisiana, Chincoteague Inlet, North Carolina.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting papers relative to request of inhabitants of Chincoteague Island, Virginia, for protection and permission to trade with Philadelphia and New York.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 17, 1861.

SIR: The accompanying papers will explain the matter to which they refer.

It seems that all the inhabitants of Chincoteague Island, which is a part of the county of Accomac, Va., with 150 voters, are, beyond doubt, true and loyal. No other flag than our own has, up to this time, been allowed by them to float over it, and that has been kept displayed on a high pole on all occasions when the weather, etc., would permit. They are generally poor, and oystering is almost their sole occupation, for the soil is too bad to afford returns of value. They now not only ask for protection, but also for permission to carry their oysters to Philadelphia and New York, and to bring back in exchange such goods as they require exclusively for their own use. I have directed Lieutenant Commanding Murray to extend to them protection, but with regard to allowing them to trade as requested I beg the instructions of the Department.

No harm, in my opinion, can arise from it if supervised by one of our cruisers, and unless they can be allowed this indulgence great suffering must ensue.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. LOUISIANA,
Chincoteague Island, October 15, 1861.

FLAG-OFFICER: The people of this island, desiring all the benefits of the proclamation of the 16th of August, 1861, and having procured licenses with "permission to trade with such parts of the United States not in insurrection," are about to wait on you to represent their condition.

I have not thought proper to withhold my consent, but have sent an officer and secured safe conduct to and fro.

I think there is a special propriety in the course of these islanders, and some means should be devised by the Government to retain a point, which in a military view is so commanding.

I have cut off all intercourse through this inlet with the mainland of Virginia.

Third Assistant Engineer J. W. Huxley is directed to go and return in the *Gertrude*.

I have the honor to be, very respectfully, your obedient servant,

A. MURRAY,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commander in Chief Blockading Squadron.

CHINCOTEAGUE ISLAND, *October 15, 1861.*

SIR: We, the citizens of Chincoteague Island, Virginia, do respectfully represent that we are law-abiding people, attached firmly to the Constitution and laws of the United States of America;

That by interest and affection we cling to the Union;

That we are united as one man in our abhorrence of the secession heresy;

That we have upheld the old flag in spite of many menaces from our secession neighbors;

That the opportune arrival of the war steamer commanded by Captain Murray, whose energetic measures alone saved us from subjugation, the enemy having mustered on the opposite shore for that purpose;

And that the withdrawal of the steamer, for one day leaving us without a substitute, would subject us to dangers which we contemplate with horror;

And finally that we have delegated W. H. Watson & Co. to represent in person what we have so feebly attempted on paper, and to ask continued protection, etc.

We have the honor to be, your obedient [servants],

JOHN A. M. WHEALTON.
JAMES G. CONNOR.
[In behalf of 806 inhabitants.]

FLAG-OFFICER OF THE BLOCKADING SQUADRON.

U. S. S. LOUISIANA,
Chincoteague Inlet, October 15, 1861.

FLAG-OFFICER: I enclose the oath, as taken in my presence under the flagstaff, Island of Chincoteague, yesterday.

It is not complete, being 150 voters, but many were not apprised of what was transpiring, living in distant parts of the island; they are forthcoming.

Very respectfully, your obedient servant,

A. MURRAY,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commander in Chief Blockading Squadron.

[Subenclosure.]

Oath.

We do solemnly swear, or affirm (as the case may be), that we will bear true allegiance to the United States of America, and that we will serve them honestly and faithfully, without any mental reservation, against all their enemies or opposers whatsoever; and that we will obey the laws and support the Constitution of the United States. So help us God.

his
HENRY x BIRCH.
mark
his
THOMAS x BIRCH.
mark
his
JOHN x BIRCH.
mark
his
JOHN x BURTWHEDELLIN.
mark

Witness for all these:
ALFRED HOPKINS,
Lieutenant, U. S. Navy.

JOHN P. SMEAD.
JAMES MUMFORD.
GEORGE MEYERS.
THOMAS SNEAD.

Witness:
A. MURRAY.

WM. BIRCH.
LITTLETON R. HILL.
LITTLETON BOWDEN.
I. A. HILL.
MILES B. THORNTON.
WM. M. FREEMAN.
ED. HALL.
THO. HALL.
GEO. HALL.
RICHARD REYNOLDS.
WM. THORNTON.
ELI RUSSELL.
HENRY HOPKINS.
DANL. WHEATON.
HENRY BOSTON.
HENRY SAVAGE.
JOHN MERCER.
EDDIE CARTER.
JOHN BEEBE.
THEODORE YOUNG.
SAML. M. MATTHEWS.
WM. JUSTER, Jr.
CHAS. BRADFORD.
J. G. CONNER.
Capt. SHELLEY.
WM. WHUTSON.
ASA QUILLIN.
WM. TURNER.
WM. TATUM.
WM. LYNCH.
I. T. JONES.
J. T. MEERS.
J. O. SHARPLEY.
Dr. GEO. SCHERER.
RICHD. BLOXON.
J. H. LOW.
GRIFFIN WIMTRO.
HENRY W. CLAYVILLE.
JAMES CLIFF.
DANL. BIRCH.
WM. CRAPPER.
JOSIAH HOLSTON.
REVEL CARPENTER.
CHAS. E. BAVITT.
ISAAC LEWIS.
COVINGTON BOOTH.
JOHN JONES.
JOHN BOOTH.
JOHN RUSSELL.
ISAAC SHIRK.
WM. BOWEN.
DAVID STEELMAN.
THOS. BOWEN.
HENRY PEVRULL.
HENRY WYATT.
HENRY TURNER.
JOHN C. CHASE.
JAS. C. BIRCH.
JOHN AYRES.
WM. MASON.

James Ayres.
Chas. S. Dickinson.
Pevrull Davis.
James Jones.
Edwd. T. Whaley.
Wm. Ouley.
John W. Sharpley.
James Pain.
John L. Tarpen.
James Snead.
Wm. Sharpley.
Wm. Clayville.
Danl. Lewis.
John Lewis, of E.
Randall Mason.
Kendell Thornton.
I. W. Sharpley.
John D. Whelton, Jr.
Isaac Jester.
Geo. T. Young.
Timothy Hill.
James Jester.
Robt. Snead.
Wm. Watson.
Edwd. Jones.
Leven. Holston.
John Johnston.
John Watson.
Parker Bowden.
John Jester.
W. J. Poter.
L. P. Pruit.
Dr. Hudso.
Joshua W. Birch.
Burton Jones.
James Thornton.
Josiah Johnston.
William Townson.
Geo. Birch.
Capt. Chas. S. Jester.
Wm. Booth.
Geo. R. Porter.
Wm. J. Adams.
John B. Wheaton.
Wm. Risley.
John Reed.
Wm. Thornton.
Geo. Ridgley.
Mason D. Townson.
James Pointer.
James Mason.
David Pointer.
John Edw. Jones.
Wm. Jester.

Witness to 123 signatures:
A. Murray,
Lieutenant, U. S. Navy.

David Lewis.
Joseph Andrews.
Richard Carpenter.
Crippen Bowden, Sr.
Elijah Bloxom.
Crippen Bowden, Jr.
Robt. Watson.
Henry Pruit.
James Tracy.
Wm. Adams.
Kendall Monger.
Geo. Clayville.

Witness:
W. W. Williams,
Paymaster.

Sworn to the oath of allegiance October 15, 1861.

A. Murray.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. S. Powhatan.

Navy Department, *October 17, 1861.*

Sir: The services of the *Powhatan* are required here, and you will please send her to the Washington navy yard as soon as convenient.

I am, respectfully, etc.,

Gideon Welles.

Flag-Officer L. M. Goldsborough,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, of the arrival of Flag-Officer Du Pont in Hampton Roads with a portion of his fleet.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 18, 1861.

SIR: I have the honor to report the arrival here this morning of Flag-Officer Du Pont with the *Wabash*, *Florida*, *Augusta*, *Alabama*, *Unadilla*, *Ottawa*, and *Seneca*.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, regarding the examination of the schooner Evelyn.

U. S. S. ROANOKE,
Off Charleston, S. C., October 18, 1861.

SIR: I have the honor to report that at 1:30 a. m. this day I discovered a schooner in the offing under easy sail. She proved to be the English schooner *Evelyn*, from Nassau, bound to Baltimore, with coffee, molasses, turtle, etc. The owner (who was on board) and the captain represented that they had experienced heavy weather before which they had been obliged to scud, and wished assistance, as their sails were split, caboose broken to pieces, etc., all of which were repaired for them. The papers of the *Evelyn* were regular, except the register, which said that the owner, Henry Augustus McCloud, was "of Charleston, S. C.," but as by the laws of England no one but an English subject can own an English vessel, it was prima facie evidence that he was an Englishman.

I felt greatly inclined to send the *Evelyn* in, but, as the amount of the cargo was small and as there was much doubt in my mind as to the correctness of my so doing, I did not think it prudent to run the risk of infringing on the rights of a neutral, with whom it was our policy to cultivate friendly feelings. I therefore endorsed her papers and allowed her to proceed.

I would remark that the *Evelyn's* log book, which was brought on board to me, contained the following entry under this day's date:

At 2:30 a. m. was hove to by a gun from the U. S. S. *Flag*, an armed crew put on board, without knowing anything of where from or where bound, nor asking for papers.

Captain Sartori reports to me that he hailed the *Evelyn*, asking where from and where bound, and on boarding her his officers asked for the papers, which Captain S. sent to me.

I make this statement at Captain Sartori's request.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, transmitting copy of letter found on ship Isabella, of Baltimore.

U. S. S. RHODE ISLAND,
Off the Coast of North Carolina, October 18, 1861.

SIR: I enclose herewith the copy of a letter found on board the ship *Isabella*, of Baltimore, from Rotterdam, which vessel was boarded on the night of the 14th instant, 20 miles south of Cape Henry.

The letter referred to was found among the ship's papers, and as it expresses disloyal sentiments, I deemed it proper to make and transmit you a copy, in order that the information may be furnished the Navy Department.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Squadron.

[Enclosure.]

BALTIMORE, *June 18, 1861.*

DEAR SIR: I received your letter from the cape, and hope you may by this time be safe at Rotterdam. I need not give you any particulars of the state of the country, as you will learn them through the public papers, and I can only inform you that immense forces are concentrating on both sides and a grand and sanguinary battle must soon be fought, and no one in this latitude doubts that victory, complete and glorious, will crown the efforts of the South. I presume there will be no business worth accepting or attainable for the ship, and consequently you will have no alternative but to return to this port in ballast, and I hope that on your arrival to find some employment from here, which is now pretty good for Baltimore ships, which are now preferred to Eastern ships, in consequence of being exempted from capture by Southern privateers, and I am now loading the *Ellen Stewart* at 30 shillings and hope to send the *Casilda* after her. After disbursing the ship, remit the balance as usual to Brown, Shipley & Co., Liverpool.

Very respectfully,

BENJ. M. HODGE, Jr.

Captain J. E. ALLEN,
Rotterdam.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. S. Stepping Stones.

NAVY DEPARTMENT, *October 18, 1861.*

SIR: Send the ferryboat *Stepping Stones* into the Potomac, to report to Captain Craven.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding contrabands.

NAVY DEPARTMENT, *October 18, 1861.*

SIR: Instructions have been given to Commander Glisson, at Baltimore, to send the contrabands now on board the *Mount Vernon* to Hampton Roads, Virginia, to be delivered to you for service in the squadron now fitting out. Therefore, on their arrival, you will dispose of them accordingly.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding prisoners captured on the schooner Baltimore.

U. S. S. STARS AND STRIPES,
Hatteras Inlet, October 19, 1861.

SIR: Captain Chauncey informed you some time since of the capture of the schooner *Baltimore*, off Cape Hatteras. The vessel was leaking badly when taken, and when brought inside the inlet was run ashore to prevent her from sinking. Her cargo, which consists of sugar, coffee, rum, and salt, is so injured by salt water that it is of no value; the vessel can not be got afloat. I request to know what I am to do with the three prisoners that were left on board the schooner. One of them claims to be, and is, I believe, an Englishman; another is a boy under the age of 20, from this neighborhood, and the third is a colored boy (free) from the island of St. Martin, West Indies. The latter is desirous of serving on board this vessel, and if there is no objection I would like to ship him.

I am, respectfully, your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Endorsement.]

Ship the colored boy, if he wishes to be with you. Send the other two up here in the *Spaulding*, to go where they please, without any claim, however, upon us, unless they would prefer to join the service and also remain with you.

L. M. G.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Flag-Officer Du Pont, U. S. Navy, regarding the transfer of certain vessels to duty in the South Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 19, 1861.

SIR: I am directed by the Navy Department to place the following vessels under your command upon your departure from these roads:

Frigate *Sabine*, Captain Ringgold, blockading off Georgetown, S. C.

Sloop *Vandalia*, Commander Lee, blockading off Bull's Bay.

Steamer *Flag*, Commander Sartori, blockading off Charleston, S. C.

Sloop *Savannah*, Commander Missroon, blockading off Savannah, Ga.

Frigate *St. Lawrence*, Captain Purviance, blockading off St. Simon's, Ga.

Sloop *Dale*, Commander Yard, blockading off Fernandina, Fla.

I herewith enclose orders to the officers commanding them on the subject.

The steamer *Monticello* is now off Savannah, assisting the sloop *Savannah* to blockade that place; but, as she is not to be one of your squadron, and I need her services very much, will you be good enough, on having her relieved as early as practicable, to direct her commander to proceed off Wilmington, N. C., to take the place of the *Gemsbok*, and to say to the senior officer off there that I wish the *Gemsbok* sent off Beaufort N. C., to blockade.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 19, 1861.

SIR: You are hereby placed under the orders of Flag-Officer S. F. Du Pont, commanding the South Atlantic Blockading Squadron, from whom, hereafter, you will receive such instructions concerning your command as he may deem expedient.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

(A copy of above written to the following officers in command: Captain Ringgold, *Sabine*; Commander Sartori, *Flag;* Commander Missroon, *Savannah;* Captain Purviance, *St. Lawrence;* Commander Yard, *Dale;* Captain Lardner, *Susquehanna;* Commander Lee, *Vandalia.*)

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the capture of English brig Ariel.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 28, 1861.

SIR: On the 20th instant, off Wilmington, N. C., the *Gemsbok* captured the English brig *Ariel*, from Liverpool, loaded ostensibly with salt, in attempting to get into that place after her papers had been endorsed by the *Sabine* off Georgetown. Her captain, the commander of the *Gemsbok* says, admits that it was his intention to get into Wilmington if he could. Other things may be stowed away among her salt. The prize master is Acting Master J. E. Giddings. I have ordered him to take the vessel to Philadelphia, and she is now underway for that place. She ought not to have been sent in here, but at once ordered to a port where judicial proceedings may be held.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the movement of Confederate vessels in Hatteras Inlet, and transmitting enclosure regarding the blocking of Ocracoke Inlet, North Carolina, by sinking vessels loaded with stone.

U. S. S. STARS AND STRIPES,
Hatteras Inlet, October 20, 1861.

SIR: I have the honor to inform you that since my last communication of the 13th instant, the enemy in force, varying from two to six steamers, have been almost daily in sight in the direction of Roanoke Island and Chickamicomico, so that I have not considered it prudent to send the *Putnam* and *Ceres* across the bulkhead down the sound with their present commanders. On the 14th instant I received several notes from General Williams, now in command here, apprising me of the approach of the enemy by land, and asking for assistance. The letters were not received until after sunset, so that it was not before morning that I was able to cross the bar, when with this vessel and the *Underwriter* I proceeded to Cape Hatteras. I discovered but one steamer in the sound, supposed to be the *Coffee*, of the Confederate service. I fired a shot across the sound to ascertain if the enemy were there, and with good result, as immediately after this steamer, with four others, stood out into the bay and steamed down until in plain sight of the shipping in the inlet. After remaining off here some time, they disappeared, crossing the sound, and have not been seen since in any number. What their object can be I have no knowledge, unless it is to destroy the light-house. The weather lately has not been favorable for any movement toward Ocracoke. So soon as it is, I shall send steamer *Underwriter* there, and may proceed with all the steamers; but I am confident that I can accomplish nothing satisfactory. All the

pilots here inform me that, if successful, the blocking up of the inlet will be only temporary.

I herewith transmit the views of two of the best pilots on this subject.

I am, sir, respectfully, your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

HATTERAS INLET, *October 16, 1861.*

SIR: You have asked my opinion in regard to stopping up the inlet of Ocracoke. In answer to which I give it as my positive opinion that it can not be done effectually. As a body of water as large as the Pamlico Sound, including the Albemarle and its tributaries, which all flow into the Pamlico Sound, must and will have several outlets, and as there is a large body of the Pamlico Sound to the westward of Ocracoke, there must and has been a navigable inlet for more than a century, and I consider any attempt to block it up by sinking vessels would only be of short duration, not lasting thirty days, before there would be as good navigation as ever. As an instance, in 1857, I saw a vessel bilge and sink on an anchor in the Swash Channel, lying directly across it, entirely blocking it up, and in one week a channel cut out around her stern and the navigation was as good as ever, where before she sunk there were not 3 feet water. From my experience and knowledge of the bottom, which is shifting sand, I deem it entirely impracticable.

Yours, with respect,

JACOB WESTERVELT,
Pilot of U. S. S. Ceres.

R. WERDEN,
Commanding U. S. S. Stars and Stripes.

I fully concur in the above.

THOMAS SMITH,
Pilot.

Report of Lieutenant Lowry, U. S. Navy, commanding U. S. S. Underwriter, regarding the condition of that vessel.

U. S. STEAM TUG UNDERWRITER,
Hatteras Inlet, North Carolina, October 20, 1861.

SIR: I consider it my duty to bring to your notice, as the senior officer at this station, and through you to the flag-officer commanding, the condition of this vessel. I find from my own observation that the vessel is defective in many points. I enclose to you a report of the officers of this vessel, in response to an order of mine, also enclosed. I would say in addition that the ground tackle, anchors, and bitts of the vessel are insufficient to enable her, with her lofty wheelhouses, great smokestack, and the deep hold her wheels have in the water, to ride out the strong and frequent gales and currents of unusual swiftness which prevail at this inlet. While this vessel was replanked at the bow and stern, the amidships were left untouched. The whole midship frame is

weak and rotten. The water dashes into the ship through the guard beams, and this renders the vessel unseaworthy. There are no means of pumping a leak except with the engine bilge injection. In a moderate seaway the *Underwriter* could not live any time. Her valuable battery is at all times jeopardized. If in your power, I request you will order a survey upon the vessel.

I am, respectfully, etc.,

R. B. LOWRY,
Lieutenant, U. S. Navy, Commanding Underwriter.

Lieutenant REED WERDEN,
U. S. S. Stars and Stripes, Senior Naval Officer, Hatteras Inlet.

Correspondence regarding the detention of the Winans tank.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting enclosure.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 20, 1861.

SIR: I have the honor to forward herewith a drawing and description of an iron concern which was towed into this place yesterday at sundown by a very small steam tug, called the *Ajax*, from Baltimore.

It belongs, it seems, to a Mr. Winans, of that place, and the ostensible object is to have it filled with salt water, off Cape Henry, in order to carry out some steam experiments.

I have no particular reasons to suppose that there is any want of good faith in these pretensions, but the construction of the thing is so remarkable, and it could be so easily converted into an instrument of destruction if possessed by the enemy, even by accident, that I have thought proper to forbid its being carried away from here, except by your authority. In going from this to Cape Henry it might get adrift from the tug, and thus fall into the hands of the insurgents, who could readily, with its small draft of water, tow it up to Norfolk at night, close along shore, there prepare it with explosive materials, and then try to use it against us as an infernal machine.

By the custom-house permit, a copy of which I herewith enclose, you will perceive that it was good only until the 20th instant. In my judgment it would not be prudent to allow this tank to go elsewhere than back to Baltimore. Surely the experiments can be deferred until a happier state of things may exist, and when they may be carried out as desired without giving rise to any apprehensions on our part.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

CUSTOM-HOUSE,
Baltimore, October 17, 1861.

The steam tug *Ajax*, whereof J. M. Shaw is master, is hereby permitted to [go to] Cape Henry with a tank in tow for salt water and return, but at no time or place, or under any circumstances whatever,

to receive on board any goods for the States in rebellion, or allow any other person or persons to use said vessel for such purpose; nor shall said vessel be allowed to touch any coast south of Maryland, and in no instance to board, or allow anyone else to board, any foreign vessel for any purpose whatever, either going or returning, nor to take on board any passenger, baggage, or goods of any kind from said vessels, without a special permit from the custom-house, under the penalty of the confiscation of said vessel, per act of Congress approved July 13, 1861.

This permit to be good until the 20th day of October, instant.

C. M. JAMESON,
Deputy Collector.

U. S. STEAM FRIGATE MINNESOTA,
Hampton Roads, October 20, 1861.

SIR: In obedience to your order, I have inspected the vessel that arrived yesterday in tow of the towboat *Ajax*, and respectfully present the annexed sketch and report:

The sketch will show the shape and internal arrangement of the vessel. The shell is of iron, one fourth of an inch in thickness, butt jointed, with plates on the inside, the outside countersunk for rivets.

The compartments, except the center one, are entirely empty, and have no communication with each other but by small air tubes three-fourths of an inch in diameter, which lead from each division to the center one.

Referring to the sketch, A is the center compartment, which is subdivided by a horizontal bulkhead or deck, placed about 15 inches below the axis of the vessel. This is converted into a cabin (the upper portion), and contains two berths, two lockers, a table, and 2 barrels of water. This being the only portion of the vessel every part of which was not visible at once, I examined it very thoroughly, and found nothing but what was necessary for the accommodation of the two or three persons in charge.

The other compartments are marked B. C is the entrance to the cabin. The steering wheel is placed at the mouth of this tower. The rudder is represented at D. Each compartment has a water-tight manhole plate on the upper side of the shell, and a seacock, marked *b*, for admitting water from outside, opened and closed by handles on the top of shell.

Stanchions are placed at intervals on the top, through which a manrope is stretched.

I am informed by the engineer in charge that the vessel is made of the two original ends of the Winans cigar boat, that have been joined together, forming a tank for the purpose of conveying sea water from outside Cape Henry to Baltimore, where the Winans Steamboat Company intend trying a set of experiments to ascertain if there is any greater amount of deposit of scale in marine boilers with steam at high pressures than at low ones, with a view of deciding upon the machinery for the Winans steamboat.

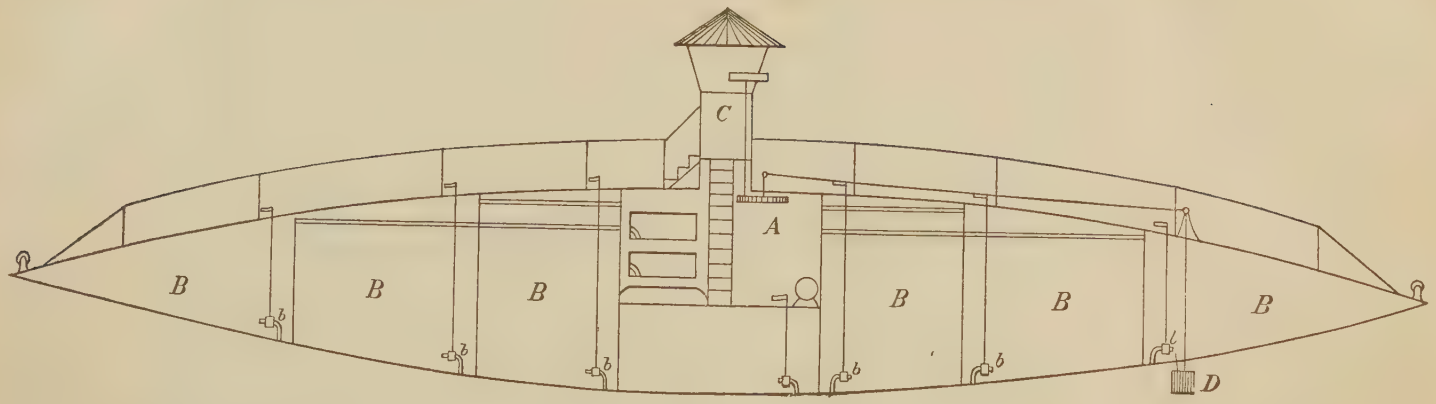
I discovered nothing in the vessel inconsistent with this design.

Very respectfully,

CHAS. H. LORING,
Chief Engineer, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

[Subenclosure.]



[Endorsement.]

Respectfully forwarded.

OCTOBER 20, 1861.

L. M. GOLDSBOROUGH,
Flag-Officer.

[Telegram.]

FORT MCHENRY, *October 21, 1861.*

An iron water tank, pointed at both ends, was sent to the capes to be filled with sea water for the purpose of being brought back to the Winans shipyard here, in order to test the applicability of salt water to high-pressure steam. It has been seized by the commander of the fleet at Fort Monroe and detained with the tug that towed it down the bay. We know all about it, and if you will order it released and allow it to come back you will aid the cause of science, and the police will see that it is not applied to any use hostile to the Government.

Your answer, by telegraph, before 4 o'clock will be in time for the evening's boat.

JOHN A. DIX,
Major-General.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from Major-General Dix, U. S. Army, commanding Department of Pennsylvania, to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting instructions from the Secretary of the Navy.

HEADQUARTERS DEPARTMENT OF PENNSYLVANIA,
Baltimore, Md., October 21, 1861.

SIR: I have just received the following dispatch from the Navy Department:

WASHINGTON, *October 21, 1861.*

The commander of the fleet at Fortress Monroe may release the tug and tank upon your written order.

GIDEON WELLES,
Secretary of Navy.

Major-General JOHN A. DIX.

You will please, therefore, allow the tug to take the tank to the capes or vicinity, to be filled with sea water and to be towed back to this city for the proposed experiments in testing the applicability of salt water to high-pressure steam.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General, Commanding.

COMMANDER OF THE FLEET,
Fort Monroe.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron.

NAVY DEPARTMENT, *October 23, 1861.*

SIR: Your dispatch No. 26, dated October 20, has been received, with enclosures relative to the tank belonging to the Winans Steamboat Company.

On representations and application from General Dix, permission was granted before your letter was received, or the Department would have hesitated before giving leave for the tank to be taken after sea water.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Permit from Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to the master of the tug Ajax.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 22, 1861.

SIR: You are at liberty to depart from this with the tug *Ajax*, under your command, and the iron tank you towed down from Baltimore on the 19th instant, and proceed with the latter to Cape Henry or its vicinity, for the purpose of filling it with sea water and then towing it back to Baltimore. I return you herewith your custom-house permit.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Squadron.

Mr. J. M. SHAW,
Master of the Tug Ajax, Hampton Roads.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Major-General Dix, U. S. Army, commanding Department of Pennsylvania.

Confidential.] U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 26, 1861.

GENERAL: May I take the liberty of enquiring of you whether the tank, about which you wrote me on the 21st instant, has returned to Baltimore? In my judgment, that affair ought to be very closely watched and not permitted to leave Baltimore again. Surely the experiments of testing the applicability of salt water to high-pressure steam can be conveniently deferred to a more propitious time for conducting them. Were the tank to get adrift from a tug, and thus fall into the hands of the insurgents, disastrous consequences might ensue, as from the nature of its construction it could very readily be converted into an engine of destruction. I had a drawing made of the tug while it was detained here by my orders, and therefore speak with full information concerning its construction.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General JOHN A. DIX,
Commanding Department of Pennsylvania, Baltimore, Md.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Flag-Officer Du Pont, U. S. Navy, transmitting request for the presence of a gunboat in the James River.

OCTOBER 21, 1861.

MY DEAR DU PONT: I send you the accompanying telegram, just received from Newport News and sent to me a moment since by General Wool. An attack is going on there. I beg you to send one of your light-draft gunboats to the James River, as General Phelps requests. Let her, however, before going up the river, communicate with either the *Congress* or *Cumberland* and ascertain where the enemy's

steamers are—the *Jamestown* and the *Yorktown*. They generally hover about not far above Newport News.

I, as you are aware, have no gunboat here under my immediate command.

In great haste, yours, most faithfully,

L. M. GOLDSBOROUGH.

Flag-Officer DU PONT.

I send you also General Wool's letter to me, so that you may the more clearly understand the whole case.

[Enclosure.]

HEADQUARTERS,
Fort Monroe, October 21, 1861.

SIR: Herewith I send you a telegraphic dispatch from General Phelps. It appears that he has been attacked, and desires a light-draft gunboat to go up the river. I hope you will be able to send one.

Very respectfully, yours, etc., JOHN E. WOOL,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Navy.

[Telegram.]

OCTOBER 21, 1861.

It would be well to send a light-draft gunboat, to go as far up the river as possible, and as near as possible to the north shore.

J. W. PHELPS.

General WOOL.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the shipment of men and purchase of vessels.

NAVY DEPARTMENT, *October 21, 1861.*

SIR: The steamer *State of Maine* left Boston yesterday at 1 p. m. with 200 seamen, 336 ordinary seamen, and 64 landsmen, to be delivered to you at Hampton Roads. It is intended that 200 of these men shall be detailed for the Washington yard. Steamers will be sent for them.

Orders have been given for the purchase of two tugs, and for them to be sent immediately to you, without armament; also two vessels similar to the *Stepping Stones*.

There is a fine sloop here belonging to the Light-House Board, capable of holding four 80-pounder rifled guns. Do you wish her sent to you?

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding importation of army cloth into the Confederate States.

NAVY DEPARTMENT, *October 21, 1861.*

SIR: Information has been received from a source deemed reliable that the States in rebellion have made a contract with the manufac-

turers at Verviers, in Belgium (near the frontier of Prussia), for 220,000 yards of army cloth. The contract has been distributed between some six or eight manufacturers. The cloth is to be a mixed color of blue and white; to cost 5 francs 75 centimes for the coarsest and 7 francs for the finest quality the meter; width $1\frac{43}{100}$ meters; weight 50 to 60 grammes (about $1\frac{1}{2}$ pounds) a meter; to be delivered in December next, and the amount of cost guaranteed by the house of F. A. Sellière, banker, No. 70 Rue de Provence, Paris. The contract is signed by a Mr. Jules Le Mort, of the house of Messrs. Edward Gautherins & Co., of New Orleans.

It is desirable that this cloth should not be permitted to get into the States in insurrection.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, responding to the Department's enquiries regarding United States vessels off Savannah September 4.

U. S. SLOOP-OF-WAR JAMESTOWN,
Off Cape Fear, October 22, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of the 5th instant, requesting to be informed what men-of-war I saw off Savannah on the 4th of September ultimo, and the reason why I proceeded with the *Jamestown* to Hampton Roads.

I have respectfully to state in reply that I saw no men-of-war off Savannah, being on the day mentioned a little to the southward, but about 70 miles to the eastward of that port; and that the quantity of wood and water being reduced to minimum of what, in my judgment, might, at that season of the year, be necessary on the passage to Hampton Roads, I took the ship to that place to report to the commanding officer for replenishing the ship's stores.

I have the honor to be, sir, very respectfully, your obedient servant,

CHARLES GREEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Livingston, U. S. Navy, commanding U. S. ship Cumberland, regarding supplies of ammunition for that vessel.

U. S. SHIP CUMBERLAND,
Newport News, October 22, 1861.

SIR: Your letter of the 22d instant, marked confidential, was received this afternoon. All which you order and suggest will receive my careful attention.

I have secured my amidship guns, as you advise. I have but 100 solid 9-inch shot, which will soon be used up. I should be pleased to have more supplied me, if you think proper.

If there are canisters filled in the form you describe in the ordnance department at Fortress Monroe, I should like some sent me; if not, I must try and make some.

A tug, as a part of my command, would be valuable to change my position at will. I have little faith in springing ship effectually in this strong tideway.

My springs are arranged thus: A hawser is bent to the ring of my riding anchor, stopped to the bow and then to quarter; on the other side, a hawser to chain at hawse, and to quarter; also a heavy kedge with hawser ready to carry out. My guns are all cast loose at night, and one watch at them. On the ebb tide at night I keep a guard boat on watch a mile up the river, to give signal of the approach of an enemy.

I am, sir, respectfully, your obedient servant,

J. W. LIVINGSTON,
Commanding U. S. S[hip] Cumberland.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron, Hampton Roads.

Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, of the arrival of that vessel off Beaufort, N. C.

U. S. S. ROANOKE,
Off Beaufort, N. C., October 23, 1861.

SIR: I left Charleston on the 20th instant, but, in consequence of a heavy gale from the northeast, I was unable to reach here till daylight this morning. I have found the *Albatross* and *Cambridge* off this place. The latter has now on board but 40 tons of coal, and as she will require 24 of that to take her to Hampton Roads, I have thought it advisable, as she must under any circumstances within a week go to that place, to allow her to do so while this ship is here.

Captain Prentiss handed me your orders of the 17th instant, and I shall follow their instructions and be in Hampton [Roads] by the 1st of November.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, regarding the effects of a gale on the North Carolina coast.

U. S. SLOOP OF WAR JAMESTOWN,
Off Wilmington, N. C., October 23, 1861.

SIR: My last letter was sent by the *Rhode Island*. I ran close in to New Inlet before leaving for the west side of the shoals. Discovered a sail, which proved to be the *Gemsbok*, to seaward. Captain Cavendy informed me that he was out of officers, [they] having, with the exception of his executive, been sent north in prizes.

The rough state of the weather prevented me from communicating with him until this morning, when he came on board and informed me

of his intention to proceed to Hampton Roads for officers and supplies. As he has on board more water than he requires, I have directed him to transfer to the *Young Rover* all his overplus, as the latter vessel has but eleven days' allowance on board, and would be obliged to go north also unless supplied with water here.

During a gale from the northward and eastward, all three of the vessels composing the blockading force off this place were driven off. The *Young Rover* was enabled, by means of steam, to gain a lee under the shoals and maintain the blockade. This ship and the *Gemsbok* were set by the current to the southward and westward nearly as far as Georgetown, where I exchanged numbers with the *Sabine*. We had no observation for two days, and supposed the ship to be, after due allowance for drift and current, 50 miles to the eastward of where she was.

Three negroes escaped in a boat and reached the *Gemsbok*. The information they bring will be communicated by Captain Cavendy. I have retained one of them, thinking that he might prove useful to the public service in this vicinity.

Two good steamers would, I think, secure pretty effectually the blockade of this place, by changing to the east or west side of the reef during heavy weather. They would still be in sight of both entrances and be secure, and able at once in a few hours to resume their position, which can not be done by a sailing vessel, owing in part to the strong currents, which prevail during gales of wind, setting with the wind and driving a ship to leeward against all efforts to the contrary.

Our carpenter, whose dismissal was received by the *Rhode Island*, takes passage in the *Gemsbok*, leaving us without a carpenter. We are also short of our complement one acting master and two master's mates.

I have the honor to be, respectfully, your obedient servant,

CHARLES GREEN,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, transmitting information of the shipment of powder from Halifax, Nova Scotia, to the Southern States.

NAVY DEPARTMENT, *October 23, 1861.*

SIR: I enclose herewith for your information an extract of a letter received by the Department of State from a very reliable source, in relation to the actions of ex-Consul Pillsbury, of Halifax, Nova Scotia, in forwarding powder, etc., to the South, packed in drums of fish.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

Strictly confidential.] HALIFAX, NOVA SCOTIA, *October 16, 1861.*

DEAR SIR: I am glad to see, as I do by the Post, that you are for the Union and against treason. I wish to inform you that there is a business carried on between this city and the South, of which ex-Consul

Pillsbury is the moving spirit and chief engineer. I do not know that anything can be done to stop his traitorous course, but it will do no harm to let the friends of the Union know what he is about. To-day a vessel is loading in this city with salt and fish. Every drum of fish contains 1 barrel of powder. This cargo has all been prepared under cover of night and at Pillsbury's place, 1 mile below the ferry, on the Dartmouth side, where no one would be likely to know what was going on. His movements have been watched, and 100 barrels of powder have been packed, as above stated. The vessel is to-day getting ready for sea. She will not (probably) attempt to run the blockade, but run the old craft ashore on the coast of North Carolina, and land the cargo at low water. Pillsbury is concerned in the *Argyle*, which sailed from this port three or four weeks since, with a cargo worth $100,000, for the South. We have not heard from her yet. The consul is apprised of what is going on, but it is doubtful whether he will be able to do anything, as it is a British vessel. I give you the information that you may know what an ex-consul is capable of doing, and, if any measures can be taken to stop him or get hold of the vessel and cargo, that it may be done. Is it within the range of law to make a requisition on the governor here to have him arrested for treason? Or is he lawless, being an American citizen and residing out of the country? I know what I write is true, and I have given you only a hint of what he is doing. Can you be instrumental in bringing the traitor to justice? I do not exactly mean the halter, for I do not believe in capital punishment, but, say, to Fort Lafayette. If any one scoundrel deserves hanging, I think Pillsbury is the man. After feeding at the national crib for eight years it is a great crime, in my estimation, to turn around and kick it to pieces. If you think it best, you can notify the "powers that be" of what is going on here, and if nothing else results perhaps they will be induced to be watchful of everything that comes from Halifax. They will find not only powder, but percussion caps and calomel and quinine in packages of fish, etc.

Yours, respectfully,

N. GUNNISON.

R. FROTHINGHAM, Esq.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the transshipment of munitions of war to steamer Fingal.

NAVY DEPARTMENT, *October 24, 1861.*

SIR: Authentic information has been received that a large quantity of rifles, powder, swords, and munitions of various kinds were shipped near London on board the steamer *Colletis*, which left the Thames on the 29th ultimo for Greenock, Scotland, when her cargo was to be transferred to the new iron-screw steamer *Fingal*. The transshipment is made to throw this Government off its guard. The *Fingal* is schooner-rigged, with two masts, has a round stern, the bust of a man for a head, has one deck and a poop, is 186 feet long and 25 feet wide, and $12\frac{2}{10}$ feet depth of hold. She is British built, and her tonnage is a little short of 500 tons. Her cargo consists of 31,000 pounds powder, 525,000 cartridges, 1,550,000 percussion caps, 1,500 rifled "Brown Bessies," 300 sword bayonets, a large quantity of paper for cartridges, and other articles much needed in the States in insurrection.

A contract has also been made in England for a larger amount of similar articles to be shipped by another vessel, which was to follow, within two weeks, the sailing of the *Fingal*. Contracts have also been made for a large quantity of arms to be shipped as occasion offers. The *Fingal* will, of course, sail under the English flag, and will undoubtedly attempt to enter one of the Southern ports.

The Department does not consider it necessary to urge you to increased watchfulness to prevent this vessel from landing her cargo. An enumeration of the leading articles on board of her is surely sufficient to indicate the importance of preventing their getting into the hands of the insurrectionists and of capturing the vessels if possible; for, if she fails in an attempt to enter one of the Southern ports, she may proceed to the West Indies and land her cargo, in hopes of getting it into the States in smaller quantities and at different times.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Letter from Flag-Officer Du Pont, U. S. Navy, to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the relief of the U. S. S. Susquehanna.

FLAGSHIP WABASH,
Hampton Roads, October 25, 1861.

SIR: I sent word by Commander Case that I would dispatch a steamer to relieve the *Susquehanna*.

I accordingly have to report that I immediately dispatched the *Alabama*, Commander Lanier, to render more effective the blockade off Charleston, but directed the *Susquehanna* to remain there until I should get down, as the engineer of this ship says the accident reported will not prevent steaming at a lower rate of speed.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, [U. S. S.] Minnesota.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, of the clearance from Barbados, West Indies, of the schooner Edwin.

NAVY DEPARTMENT, *October 25, 1861.*

SIR: The Secretary of State has information from the U. S. consul at Barbados of the clearance from that port, nominally for Baltimore, but, as is supposed, in reality for New Berne, N. C., of the schooner *Edwin*. This vessel, which belonged to New Berne, has been, as is alleged, nominally sold to Spanish parties.

Her reputed owner, a Mr. Sprunt, is on board of her as passenger or supercargo.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, of the weak condition of the engines of that vessel.

U. S. PROPELLER DAYLIGHT,
Blockading off Cape Henry, Virginia, October 25, 1861.

SIR: A report of the engineer of the state of the engines of this vessel, of which the enclosed is a copy, was made to Flag-Officer Stringham, and as they are daily developing weakness, he has considered it his duty to call my attention again to their condition. The most serious apprehensions are caused by the looseness of the pin in the trunk of the port engine, and should it give way, would destroy it and possibly drive itself through the ship's side and damage the engine several thousand dollars.

It is impossible to get at it for repairs without taking it to pieces.

Although it is weak and liable to give way, it may, with the risk of breaking down at any moment, continue to perform its office imperfectly for some time.

All of which I submit for your consideration.

I am, sir, respectfully, your obedient servant,

SAML. LOCKWOOD,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Lieutenant Chaplin, U. S. Navy, commanding U. S. S. Valley City, regarding the impaired condition of that vessel.

U. S. S. VALLEY CITY,
Rappahannock River, October 25, 1861.

SIR: I have the honor to report to you that the smokestack of this vessel has burned away so much that it sets fire to the vessel every time we move, and the engineer fears that it may fall down altogether. The boilers are also in an unsafe condition, and it is impossible to carry necessary steam to handle the vessel with any rapidity.

Very respectfully, your obedient servant,

J. C. CHAPLIN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. tugs Narragansett and Stepping Stones.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 26, 1861.

SIR: The tugs *Narragansett* and *Stepping Stones* have both reached here, and as they can not proceed to Washington, I shall take them in charge and employ them for the public service. I can turn them to good account.

I forward herewith a copy of a communication received to-day from the master of the *Narragansett* [*Cohasset*]. He, with five men put temporarily on board of her, returns to New York immediately.

If the Department is in possession of any papers relating to the engineers and firemen of these tugs, I should be glad to have a copy of them. I am anxious to ascertain how they are shipped, or, in other words, the precise terms of their engagement.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

Write Captain Goldsborough to send up the *Stepping Stones*, and that Mr. Morgan has been written to as to the engineers and firemen of the *Cohasset*. Write to Morgan.

[G. V. FOX.]

[Enclosure.]

FORTRESS MONROE, *October 26, 1861.*

DEAR SIR: On Wednesday, 23d October, 1861, I left Old Point in U. S. S. *Narragansett* for Washington, to be delivered to Captain Dahlgren. I proceeded as far as Mathias Point, was stopped there by Lieutenant Harrell, of U. S. S. *Union*, the senior officer, and ordered back to Old Point. He said it was impossible for me to go up.

Respectfully, yours,

M. S. WOODHULL,
Master Steamer Narragansett.

Commodore GOLDSBOROUGH.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, to proceed to Hampton Roads with that vessel.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 26, 1861.

SIR: The moment the *Mount Vernon* is ready for service you will proceed here with her. Fill up with coal and provisions, water, and everything necessary for a cruise at Baltimore, if possible, and arrange matters so that procuring these and getting them on board will involve no delay that can be avoided.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander O. S. GLISSON,
Commanding U. S. S. Mount Vernon, Baltimore, Md.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Acting Volunteer Lieutenant Behm, U. S. Navy, commanding U. S. bark Braziliera, to proceed to Beaufort, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 26, 1861.

SIR: You will proceed off Beaufort, N. C., with the *Braziliera* and, on your arrival there, report to the senior naval officer for duty in the blockade of that port.

A memorandum of vessels intending to violate the blockade, with instructions in reference to neutrals, etc., is herewith furnished you.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Volunteer Lieutenant C. F. W. BEHM, U. S. Navy,
Commanding U. S. Bark Braziliera, Hampton Roads.

Escape of the C. S. S. Nashville, from Charleston, S. C., October 26, 1861.*

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, requesting all information attainable.

NAVY DEPARTMENT, *December 4, 1861.*

SIR: The unfortunate escape of the *Nashville* from Charleston about the 12th of October last, and the result likely to flow therefrom, renders it very necessary that the Department should be in possession of all the facts concerning the blockade of that port about that period.

You will therefore furnish the Department with all the information attainable and call upon the senior officer present off that port during October for a report of the means he used to prevent the egress of this vessel, which it was known by the public prints was fitting out.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the date of the escape.

NAVY DEPARTMENT, *December 5, 1861.*

SIR: Referring to the letter of the Department of yesterday, addressed to you, in relation to the escape of the rebel steamer *Nashville* from Charleston, I now enclose a slip from the newspaper, from which it appears that the vessel left Charleston on the 26th of October, instead of the 12th, as the Department stated.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, regarding the condition of the blockade off Charleston, S. C.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, December 5, 1861.

SIR: I have to acknowledge the receipt of the honorable Secretary of the Navy's letter to you of the 4th instant, submitted to me by you, asking from you certain information relative to the blockade off Charleston, S. C., on the 12th October, or about that period, and

* For cruise of C. S. S. *Nashville*, see Vol. 1, p. 745.

would respectfully report that I arrived off Charleston in this ship on the 2d of October, where I found the U. S. ship *Vandalia*, Captain Lee, and the U. S. S. *Flag*, Commander Sartori. This ship was at once anchored off the main entrance to Charleston, a mile and a half (my pilot says 2 miles) nearer than she had ever been on any of her previous cruises. The *Vandalia* was placed as near as it was safe for her to lay at the northern entrance, and the *Flag* still closer in at the southern entrance. On the 8th of October the U. S. S. *Monticello* joined me as part of the blockading squadron, and she was immediately placed off the northern channel as being of lighter draft of water than the *Vandalia*, and also being a steamer, she was enabled to occupy a position nearer in.

This ship continued at her anchorage above mentioned, never having left it, with the exception of a few hours during the days of the 14th, 15th, and 17th of October, on the first occasion to try her engine after some repairs had been made to it, on the second to go to the rebel ship *Thomas Watson*, which had been captured, and the last when there was every appearance of a heavy southeast gale coming on.

During this period every precaution was taken to prevent the escape of any vessel from Charleston, or the entrance of others into that port. Orders were given for all lights on board this ship to be so placed as not to be visible outside of her, nor do I remember to have seen, on any occasion, lights on board the other vessels of the blockade. If I had I should have taken the proper notice of it.

My pilot, Mr. Lingo, now on board, is confident that on the 18th of October he saw from aloft, with a glass, the steamers *Nashville* and *Isabelle* lying at their wharf in Charleston. On the 20th October I left the anchorage off Charleston, in compliance with your orders, for Beaufort, N. C.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

[Endorsement.]

DECEMBER 6, 1861.

I have the honor to submit to the Department the within report from Captain Marston, the senior officer off Charleston on the 12th of October last, with regard to its letter to me of the 4th instant, touching the escape of the steamer *Nashville*. On the 12th of October it will be perceived that four blockading vessels were off Charleston, to wit, the *Roanoke*, *Flag*, *Monticello*, and *Vandalia*. Besides these the frigate *Sabine* was, at the same time, blockading off Bull's Bay, but a short distance from Charleston.

Most respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Flag-Officer Du Pont, commanding South Atlantic Blockading Squadron, requesting further information.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, December 6, 1861.

SIR: I have the honor to enclose you herewith a copy of a letter from the Navy Department, in relation to the escape of the rebel steamer

Nashville from Charleston in October last, accompanied by a printed extract taken from the Bermuda Gazette of the 5th of November.

The *Nashville*, it seems, made her escape on the 26th of October, at which time Captain Lardner must have been the senior officer present. Will you be good enough, therefore, to invite his attention to what the Department requires? It has been asserted that the *Nashville* availed of a light or lights on board the blockading vessels to elude their vigilance. The statement about being "notified by the stranger to give them more room," etc., should, I think, be fully explained.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding request made for additional information.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, December 6, 1861.

SIR: On the 26th of October, the day the *Nashville* is said to have escaped from Charleston, Captain Lardner must have been the senior officer present at the blockade off that port. I have, therefore, this day written to Flag-Officer Du Pont, requesting him to invite Captain Lardner's attention to the information the Department requires upon the subject. As soon as I am in possession of this information it shall be duly forwarded.

I am, respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Lardner, U. S. Navy, commanding U. S. S. Susquehanna.

U. S. S. SUSQUEHANNA,
Port Royal, December 12, 1861.

SIR: I have the honor to acknowledge the receipt of the copy of a letter from the honorable Secretary of the Navy, addressed to Flag-Officer Goldsborough, stating that the *Nashville* escaped from Charleston about the 12th of October, and calling upon the senior officer present during October for a report of the means he used to prevent the egress of this vessel.

The *Susquehanna* arrived off Charleston for the first time on the 19th of October and was anchored off the channel nearest to Fort Sumter, the *Flag* at the main ship channel, both as near the bar as safety would permit; in which positions they were 3 miles apart, and the Maffitt's Channel 6 miles to the northward of one and 3 miles from the other, and the nearest ship more than 5 miles from Fort Sumter and 8 from Charleston.

The honorable Secretary's letter contains a slip from a Bermuda paper which has the pirate's own statement of his escape, in which are several manifest falsehoods.

It states that he escaped on the 26th instant under sail, during a northwest gale; the log book shows a northeast gale, with rain. It states that he was assisted by the lights of the fleet; there were but two ships, and they [were] careful never to show lights. It states that he allowed his ship to drift down near one of the blockading ships, and was warned to give more room. To this last I can only say that if the commanding officer was capable of so flagrant an outrage to the service, his officers and crew, who are zealous and vigilant, would not have suffered it to remain unknown.

I am, very respectfully, your obedient servant,

J. L. LARDNER,
Captain.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron, Port Royal.

Report of Flag-Officer Du Pont, U. S. Navy, commanding South Atlantic Blockading Squadron, transmitting report of Captain Lardner, U. S. Navy, commanding U. S. S. Susquehanna.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 28, 1862.

SIR: I have the honor to enclose a communication from Captain Lardner, of the *Susquehanna*, on the subject of the escape of the rebel steamer *Nashville* from Charleston.

The *Susquehanna* has been absent from this port on blockading duty, and only returned a few days ago.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. SUSQUEHANNA,
Port Royal, January 24, 1862.

SIR: I have the honor to acknowledge the receipt of the copy of a dispatch from the honorable Secretary of the Navy, addressed to Flag-Officer Goldsborough, stating that the *Nashville* escaped from Charleston about the 12th of October, and calling upon the senior officer present off that port during October for a report of the means he used to prevent the egress of this vessel.

In reply I beg to state that the *Susquehanna* took her station off Charleston for the first time on the 19th of October, and therefore I could know nothing of this occurrence. In the honorable Secretary's letter, however, there is a printed slip from a Bermuda Gazette which states that the *Nashville* escaped on the 26th of October.

At that time the *Susquehanna* was anchored off the channel nearest to Fort Sumter and the *Flag* near the main ship channel, both as close to the bar as safety would permit. One-half the crews were always on deck at night, the guns were cleared for immediate use, extra sentinels and other lookouts posted, and the officers and crews impressed with the necessity for the utmost vigilance.

The log book shows a northeast wind, with rain, on the 25th and 26th of October. It is possible for the steamer to have left by the Maffitt's Channel unobserved at that time, as this ship could not approach it

within several miles, and if the *Flag* had been stationed there the main shi channel would have been left unguarded.

I am, very respectfully, your obedient servant.

J. L. LARDNER,
Captain.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, enjoining caution against attack by torpedoes.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 27, 1861.

SIR: Be on the alert for submarine infernal machines. The insurgents at Norfolk are said to possess one calculated to be used under water, and thus to attach a torpedo with a time fuze to a ship's bottom. It is, I understand, to be first towed tolerably near a ship by means of a tug, or else by boats with muffled oars, then to be submerged and so navigated to the vessel against which it is to operate.

Might not a large and strong netting of rope, weighted at the bottom to go well down under water, and having tricing lines from its corners, etc., leading forward, be rigged to advantage over a ship's bows at night?

Show this note, if you please, to Commander Livingston.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander WILLIAM SMITH,
Commanding U. S. S[hip] Congress, Newport News, Va.

Report of Lieutenant Chaplin, U. S. Navy, commanding U. S. S. Valley City, suggesting means for a more effectual blockade.

U. S. S. VALLEY CITY,
Rappahannock River, October 27, 1861.

SIR: I have the honor to forward you 44 negro men and 1 negro woman belonging to Lancaster and Northumberland counties, Va., who were received on board this morning. I think if there was a larger vessel here the blockade would be much more effectual, as the enemy are continually receiving supplies through the Piankatank and north of Windmill Point, which could be prevented by having a steamer to cruise between those points at night. I have reason to believe that the *Virginia* and *St. Nicholas* will soon make an attempt to attack me and get out in the bay, and from their speed and armament I doubt whether I can prevent it. And I earnestly request that another vessel may be sent.

The water and provisions of this vessel will not last longer than eight days.

Very respectfully, your obedient servant,

J. C. CHAPLIN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

[Endorsement.]

These contrabands were sent to General Wool, together with a large flatboat.

L. M. G.

Report of Acting Master Elliott, U. S. Navy, commanding U. S. S. Ceres, regarding the incomplete outfit of that vessel.

U. S. S. CERES,
Hatteras Inlet, October 27, 1861.

SIR: A sense of duty and regard for the interests of the service constrain me to address you in relation to the necessities of this vessel. Many of the articles I required for her outfit were not on hand at the navy yard, and I had to leave without them. When I thought I was to have only one gun, I asked for 4 able seamen, 4 ordinary seamen, and 2 first-class boys. I received 4 ordinary seamen, 4 landsmen, 1 boy, and no wardroom steward. One of the master's mates has proved worse than useless, having been on the sick list more than two-thirds of the time since he came on board, and I have had to stand his watch to relieve the other. Mr. R. M. Coleman, to whom I refer, has always proved to be attentive, diligent, and efficient. The other, Mr. William G. Ingraham, in addition to his general remissness, negligence, and inattention when on duty, has been off more than half the time, and it is a remarkable coincidence, to say the least of it, that his periodical returns of indisposition, of which he has had three, have invariably occurred when the weather was worse than the work. The boy has been sick and off duty, and should be discharged or sent to a vessel that has a surgeon, that he might have professional advice, medicine, and attendance. So much, sir, for the crew. I was sent off with only one light anchor, minus a key for the stock, and about 18 fathoms of chain. I had required two anchors and 60 fathoms of chain, but I was told they were not on hand, and would have to be made, and I had to leave without them. On my arrival in Hampton Roads, through the courtesy of Captain A. Ludlow Case, a quondam messmate, I was furnished with about 30 fathoms of light chain from a prize vessel. Last week, while unmooring an old sinking schooner, I picked up a small unattached but light anchor, which I appropriated, and the senior naval officer on this station, Lieutenant Commanding R. Werden, authorized me to take a piece of light chain from a sinking hulk that we laid on the beach for a wharf boat. My ground tackle is still manifestly inadequate to the security of the vessel, with the strong tides and winds that prevail here at this season of the year. My wheel chains and rudder blocks are old and almost worn out, the straps attaching the latter to the rudderhead sadly defective, and the former parted in several places, and only fastened with wire or spun yarn, in lieu of shackle links. I have no proper racks or sheltered place for the muskets, cutlasses, or pistols and their accouterments. The paint is worn off the hurricane deck in several places to the bare canvas, through which it leaks into the hammocks of the men, and in several jets onto my table and into my berth, whenever it rains. The vessel also leaks badly in her upper works, so that whenever we have in 20 tons of coal, or other equivalent weight, so as to submerge her copper, or make her draft more than 4½ feet forward and 5½ feet aft, and she remains over four hours without pumping, it requires a long spell at the pump to free her of water. I have not and can not get a gallon of

linseed oil to mix the paints I have, wherewith to paint the upper deck or cover the new woodwork that has never been even primed. I have no davits of any kind, but have to hoist my boat on deck by hand, where it is [in] the way of the after gun, and has to be launched overboard to exercise or fight it, and then requires at least one good ——— to prevent its being stove under the guards or getting foul of the wheel when the vessel is going astern, and as we are often employed mooring or unmooring vessels, dragging them off when aground, and towing them to or from sea, this, sir, you can understand, is a thing of frequent occurrence.

My men, sir, are sadly destitute of sufficient or suitable clothing (not a bar of soap on board to wash the little they have), and can not appear as tidy in person or apparel as I desire they should do. They have no tobacco or other small stores. I can find no paymaster who has their accounts, or who will take them onto his books. If, sir, I were authorized to receive and receipt for the articles they so much need, I would open an account with the men, issue the clothing, and become personally responsible for the value of the same. The work is not only hard and exhausting to my short-handed and ill-clad crew, but is disheartening also, as they daily see the *Putnam*, our consort, a vessel of the same size, engaged on similar duty, with a complement of 34 officers and men, while we have only 20 all told, or 14 men less than she has. The *Putnam* has proper fitted iron davits for both of her boats, while we have none of any kind, not even a single shifting one forward, wherewith to cat and fish the anchor. We have three old compasses, no one of which is true in point of fact, and no two coincident with each other; one placed on the after part of the upper deck varies three points from the one in the wheelhouse, and we have to shape a course from a mean between them. In doing this, while we were coming here from Cape Henry to Cape Hatteras, without a log line, reel, or 14-second glass, coast chart, or sextant, the pilot I then had ran the vessel more than 40 miles out of the way, and so we failed to have a chase, if not a capture, of a secession steamer that had come down the sound to reconnoiter, and the *Putnam* found too fast for her, and so escaped. The idea, sir, of light and fast boats for this place is in a degree negatived in relation to this vessel, for she is not so fast, by 2 knots per hour, as when in the Potomac, for the salt water causes a thick incrustation on the inner surface of the boiler. The salt water requires to be more frequently blown off, when, for a time, the steam becomes lower by the gauge, and of course the speed is less. And, as I stated above, when, by more than 20 tons of coal, or other heavy freight, we are made to draw over 5 feet water forward and more than 6 [aft], it can scarcely be called a light draft in relation to a slough or swash channel, through which we must pass into the sound, and in which there is scant 7 feet water at any time of tide, and you know, sir, that all steamers steer wild in shoal water, and we have to slow them in order to command them, when the keel is within a few inches of the bottom. In making this statement, sir (and more might be said of the imperfections of our outfit), I do not mean to complain or censure anyone, for I can readily imagine that others believed, as I certainly did, that we were to be employed in the Potomac River, and that we would occasionally visit the navy yard, where our deficiencies would be supplied as they became apparent and the needed articles were on hand, but to explain to you, sir, as a gentleman, a seaman, and a judge in the premises, why this vessel may have been less efficient than you might expect, or than I certainly desire she should be. But if, sir, you will

be pleased to supply me with another active, competent, efficient master's mate in lieu of Mr. Ingraham (of whose conduct you will doubtless hear from the commanding officer of this station), let me have five or six good men who can pull an oar, steer a trick, or splice a rope, and order some suitable and sufficient ground tackle and clothing, etc., for my men, I will yet, sir, use all my energies of body and mind to render a good account of the little *Ceres*. If I know my own heart, sir, I have no desire but for the honor and best interests of the naval service and our common country, and I am ready to make any proper sacrifice for the promotion of both, and I feel assured, sir, that you, as a considerate gentleman, will not expect or require more at my hands; and the pilot preacher will try not to disappoint your expectations.

Very respectfully, your obedient servant,

J. L. ELLIOTT,
Master, Commanding U. S. S. Ceres.

GUSTAVUS V. FOX, Esq.,
Assistant Secretary, U. S. Navy.

Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, of expedition into Swans Gut Creek, Virginia.

U. S. S. LOUISIANA,
Chincoteague Inlet, October 28, 1861.

SIR: I have the honor to report that in consequence of a rumor reaching me that a steam sawmill at the mouth of Swans Cug [Gut] Creek was getting out lumber for the construction of a battery to resist the advance of the Federal troops, and also a floating battery to attack the *Louisiana*, I resolved to fit out an expedition, and, if a closer view of the mill justified the rumor, to destroy it.

Lieutenant A. Hopkins, the executive officer of this vessel, was selected to command the party, and was also directed, in case he found the way clear and appearances not justifying the destruction of the mill, to proceed up the creek and destroy any vessel that might be secreted there by the enemy.

It was a night expedition, and, besides Mr. Hopkins, was composed of Master's Mate Hollis, Third Assistant Engineer Daniels, 25 men from this vessel, and 5 volunteers from the island. It was creditably executed. The mill was closely inspected, and nothing appearing confirmatory of the report, it was spared. The party then proceeded up the creek a mile or more, when they found and destroyed by fire one schooner and two sloops.

The party left the ship in three boats at 10 p. m. last night, and returned at 3 o'clock this morning, all well.

The whole thing appears to have been conducted with so much system and discretion that the enemy, said to be 300 strong in and about Horntown, was unconscious of our presence.

In connection with this report, I will add that I am fully persuaded of the fidelity of these islanders, and would recommend their being armed and organized to assist in suppressing the insurrection on this peninsula. The activity of my little command is much impaired by the necessity of my close protection to Chincoteague.

I am, very respectfully, your obedient servant,

A. MURRAY,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commander in Chief North Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding additional vessels for his command.

NAVY DEPARTMENT, *October 28, 1861.*

SIR: The *Narragansett* (now called the *Cohasset*), screw tug, was bought to be delivered at Washington, but not having been able to come up the Potomac, is probably in Hampton Roads; if so, retain her for your squadron. The iron low-pressure tug *Rescue*, armed, is in the mouth of the Rappahannock River with the *Valley City*. Both of these vessels are part of your force and have been detached from the Potomac Flotilla.

I have also directed the river boat *Philadelphia* to report to you. A paymaster and assistant paymaster have been ordered to the store ship *Brandywine*. One will take the ship's accounts and stores; the other the miscellaneous accounts of your squadron.

Direct the paymaster of your ship to require for all the moneys for the different paymasters under your command, and let the latter be supplied by requisition upon him.

The Potomac being closed, Lieutenant Commanding Harrell, the senior officer below the batteries, has under his command the steamer *Baltimore*, with which he can communicate with you should he be in want of supplies.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding U. S. steamers Stepping Stones and Narragansett.

NAVY DEPARTMENT, *October 28, 1861.*

SIR: Your No. 34 has been received. You will send the *Stepping Stones* to Washington. The Department has written to Mr. Morgan concerning the firemen and engineers of the *Narragansett*, the name of which vessel has been changed to *Cohasset*.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blockading Squadron, regarding the steamer Fingal.

NAVY DEPARTMENT, *October 28, 1861.*

SIR: The Department has received information that the *Fingal* left Greenock, Scotland, on the morning of the 10th instant, apparently for Cuba and other West India ports. It is to be hoped that she may not succeed, as did the *Bermuda*, in running the blockade.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from the Secretary of State to the Secretary of the Navy transmitting information regarding the steamer Fingal.

DEPARTMENT OF STATE,
Washington, October 28, 1861.

SIR: I have the honor to transmit herewith for your information a copy of a dispatch, No. 27, received from the U. S. consul at London, with three enclosures (original) accompanying it, all relating to the steamer *Fingal* and other vessels sailing, as it is supposed, for the blockaded ports with munitions of war.

It is to be hoped that the *Fingal* may not succeed, as did the *Bermuda*, in passing the blockade.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,
London, October 11, 1861.

SIR: I herewith send the final report of our man at Greenock in the case of the steamer *Fingal*, with a sketch of her as she appeared when she left the port. If this could be photographed or copied and sent to such vessels as may be instructed to look after her and her cargo, it may aid in her recognition and detection and in the prevention of her cargo from getting into the rebel States. Her cargo is no doubt far more valuable than appears from the invoice of ammunition I sent you, and consists of such articles as are now greatly needed by the Confederates, so say their agents here.

From the source of information noticed in my dispatch of Saturday last, I am informed that they (the Confederates) have another cargo of munitions of war nearly ready for shipment, and are looking about for a large steamer to carry it out. I saw one order for over 2,000,000 percussion caps, which were required to be shipped by the 20th instant, at which time they say the steamer must sail. She will be a larger vessel than the *Fingal*, and, my informant says, will take out a much more valuable cargo, in it a large number of rifled guns, of which they have, he says, 40,000 of different kinds now ready for shipment, a part of them being the short Brunswick rifle with sword bayonets.

By next week's mail I hope to be able to give full particulars of this second steamer and cargo.

The brigantine *Byron* sailed from this port on the 6th instant for Nassau and Matamoras. She had on board 190 tons of salt, with other articles, all, it is supposed, for the Confederates.

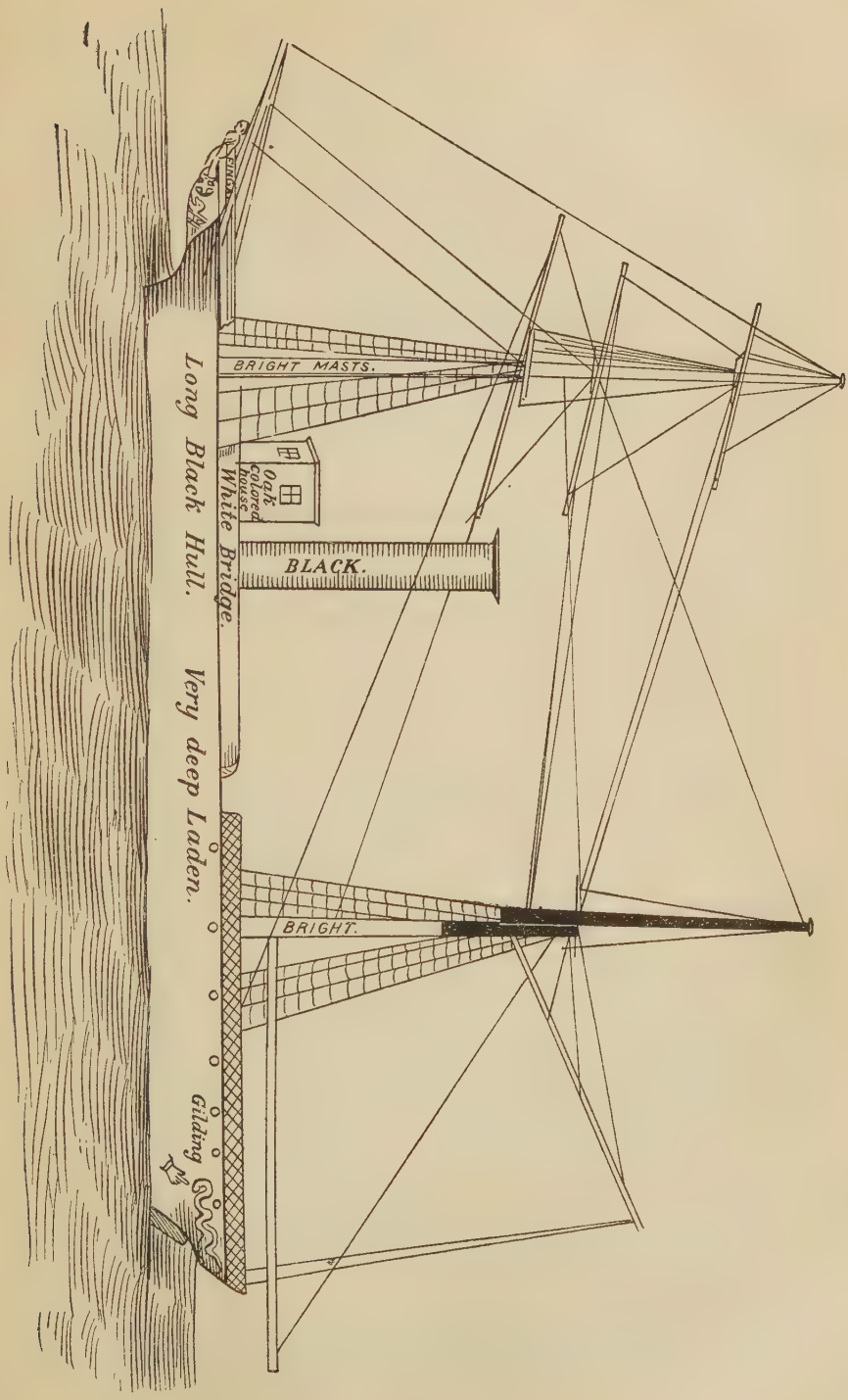
The schooner *Sheet Anchor* was sold to an Englishman, or said to be so sold. She is now called the *Trader*, sails under the English flag, and is said to be loading with muskets, etc., for Charleston. Her old American captain, the same who sailed her before the sale, continues in her, and says he can get her into Charleston.

The ship *Cheshire* left Liverpool yesterday, the 10th instant, ostensibly for Nassau. She is owned by Fraser Trenholm & Co., partly Charleston owners, and probably has a cargo for the rebels.

I have the honor to be, very sincerely, your obedient servant,

F. H. MORSE,
Consul.

HON. WM. H. SEWARD,
Secretary of State.


BRIGHT MASTS.
Oak colored house
White Bridge.
BLACK.
BRIGHT.
Long Black Hull. Very deep Laden.
Gilding

[Subenclosure.]

GREENOCK, *October 10—2 p. m.*

In re B. & Co.

SIR: The *Fingal* left here at 8 a. m. this day. I have not seen B. or friends here and doubt if they have gone in her unless they boarded her at dead of night; they have not been stopping at any hotel here.

I send herewith a rough sketch of the *F[ingal]*. She did not display any flag while here or on leaving, but being a thorough British looking craft, she would be recognized as such under any flag. She drew, at starting, 10 feet forward and 11 feet aft; she is very deep laden; her gunwales are not more than 9 feet or so above her present water line. As I reported in my last, her mate informed me that she is bound to Cuba and other West India ports. Some of the wives of the crew, to whom I spoke when I was seeing her off, also stated that their husbands then in her were bound to Cuba, Jamaica, and other ports in the West Indies. I overheard a Mr. Henry on the wharf chaffing a Mr. Borland about loading the *F[ingal]* for the Confederates, and jocularly threatening to write to Mr. Seward on the subject. The *Cuban* sailed yesterday for Trinidad. She had nothing suspicious, and is a regular trader to that port. There are other ships destined to the West Indies which I am looking to. I have not heard from T. at Liverpool, so I presume you have recalled him. The *F[ingal]* is a very fast boat, and has on board cargo of several thousand pounds value.

I am, sir, yours, respectfully,

ED. BRENNAN.

J. POLLAKY, Esq.

Report of cruise of the U. S. bark Gemsbok, Acting Volunteer Lieutenant Cavendy, U. S. Navy, commanding, from October 3 to 29, 1861.

U. S. BARK GEMSBOK, *October 29, 1861.*

October 3.—At 1 o'clock p. m. three sails in sight, viz, a large ship, apparently a man-of-war, on the lee bow, the *Young Rover*, and a steamer, which proved to be a French man-of-war. Latitude 33° 27′ N., longitude 78° 12′ W.

October 4.—In latitude 33° 26′ N., longitude 77° 31′ W. At 10 o'clock saw a large man-of-war on lee bow; could not make her out from royal yard; also saw a sail on weather bow. A strange sail on the lee bow, which proved to be a steam frigate.

October 5.—At 7:30 p. m. the French man-of-war steamer before reported passed us. Latitude 33° 34′ N., longitude 77° 31′ W.

October 7.—Cruising off New Inlet, blockading the port; saw two vessels inside of the bar.

October 9.—Cruising off Bald Head light in company with U. S. S. *Young Rover*.

October 11.—Cruising around Frying Pan Shoals. Spoke U. S. sloop of war *Jamestown*, Commander Green, she being one of the blockade off Wilmington.

October 12.—Cruising off the southwestern side of shoals. At noon two vessels in sight to windward; one of the vessels proved to be the French war steamer *Surcouf*, propeller, showing four guns. At 3:30

exchanged communications with *Young Rover;* received his dispatches to go on the other side of the shoals.

October 14.—At anchor off the bar. Got underway at 6 o'clock a. m. and soon after fell in with a boat containing three negroes, deserters from their masters at Smithville.

October 18.—Cruising off Bald Head light. At 10 o'clock a. m. made out a sail bearing south, 6 miles distant; gave chase to her and reached her at 12 p. m., when she hove to, after I had fired a gun across her bows. The first officer went on board, who sent her captain on this vessel. She was the brig *Ariel*, Captain Templeton, from Liverpool, bound to Baltimore, loaded with salt. He acknowledged he was endeavoring to run the blockade, if possible; that he had made two trips before to Southern ports during the year. His papers showed that he had been ordered off by the U. S. frigate *Sabine*, but allowed to get clear. Deeming her a lawful prize, I placed a prize master and crew on board and dispatched her to Hampton Roads.

October 20.—Off Bald Head light. The weather clearing up, made out ships *Jamestown* and *Young Rover*, standing down for us. The weather looking bad, the three of us then stood offshore, light bearing W. ¾ N.

October 21.—Spoke the *Jamestown*, Commander Green, who desired me to keep off around the shoals and he would follow.

October 22.—The *Jamestown* in sight on the edge of Frying Pan Shoals.

October 23.—Beating around the shoals. The *Jamestown* and *Young Rover* in sight. At 8:30 anchored; gave the *Young Rover* all the spare water I could. Commander Green, of the *Jamestown*, upon learning the condition of my ship, the want of officers and men, and many other indispensable articles, ordered [me] to proceed to Hampton Roads. At 4 o'clock got underway.

October 26.—A sail in sight on our weather beam. Latitude 35° N., longitude 75° 40′ W.

October 28.—A brig in sight on the same tack as we are, under close-reefed topsails and reefed foresail. Latitude 36° 02′ N., longitude 74° 35′ W.

October 29.—Latitude 35° 46′ N., longitude 75° 10′ [W.]. At 6 o'clock in the morning a large fleet reported from aloft, which proved to be a United States expedition under convoy of U. S. sloop of war *Vandalia*, who hailed us and enquired our destination, which I told him. Three sails in sight ahead at 4 o'clock p. m.; continued to heave in sight; counted fifty-two steamers and ships in tow; they were standing south. Land reported from aloft on our weather beam and two points on our weather bow. At 11:30 anchored near lightboat inside of Cape Henry.

EDW. CAVENDY,
Acting Lieutenant, Commanding.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding Atlantic Blocking Squadron, transmitting report of commanding officer of U. S. bark Amanda.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 29, 1861.

SIR: I beg to forward herewith a copy of a letter just received from the commander of the *Amanda*, announcing his arrival in these roads.

She certainly was sent away from New York in a remarkable condition, and without many things absolutely indispensable to render her fit for service.

May I request that a paymaster and medical officer be ordered to her forthwith? There are no clothes on board of her, and a number of the crew are destitute of a shift of them; nor is she provided with any paymaster's small stores.

The other things alluded to in the commander's communication I will order from Baltimore, such as a log line, a binnacle light, a pair of signal halyards, etc., none of which, he says, were put on board of him. He had, he says, to buy a binnacle light, to serve him from New York here, out of his own pocket.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. BARK AMANDA,
Hampton Roads, October 29, 1861.

SIR: I have to report the arrival of U. S. bark *Amanda*, under my command, in a very inefficient condition for service, not having on board a paymaster or surgeon, with their respective stewards, no paymaster's stores, and short of many articles, a list of which I hereby annex.

Respectfully, your obedient servant,

N. GOODWIN,
Acting Volunteer Lieutenant, U. S. Navy, Comdg. Bark Amanda.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

NORTH ATLANTIC BLOCKADING SQUADRON.

FROM OCTOBER 29, 1861, TO MARCH 8, 1862.

NORTH ATLANTIC BLOCKADING SQUADRON.*

FROM OCTOBER 29, 1861, TO MARCH 8, 1862.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the departure from Hampton Roads of Flag-Officer Du Pont, U. S. Navy.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 29, 1861.

SIR: Flag-Officer Du Pont, with all the vessels that were here belonging to the southern expedition, sailed from these roads early this morning. He had fine weather for his movement, and it still continues so.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the disposition of certain vessels of his command.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 29, 1861.

SIR: I have been compelled to order the *Valley City* to Baltimore to get her smokestack repaired. The *Cambridge* is to take her place off the mouth of the Rappahannock until I can make a different arrangement. The *Braziliera* is off Beaufort, N. C., with the *Albatross*. The commander of the *Valley City* writes me that the insurgents' vessels, *Virginia* and *St. Nicholas*, will, he has reason to believe, soon make an attempt to get out in the bay, and earnestly requests the assistance of another vessel. At this moment I have nothing to send but the *Cambridge*. She will start from this to-morrow morning, and on her arrival the *Valley City* will go to Baltimore. Her stack is in such a condition that it sets fire to the vessel every time she moves, and the engineer fears that it may fall down altogether.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

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* See order of the Secretary of the Navy of October 12, 1861, p. 313.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, suggesting means for facilitating repairs to vessels.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 29, 1861.

SIR: It would, I think, greatly facilitate matters and benefit the public interests if the navy agent at Baltimore were to receive a general order from the Department to have any vessels repaired forthwith that I may send there for the purpose. Referring cases to the Bureau at Washington involves considerable delay. The *Young America* is an instance in point. She is still at Baltimore. Her services are much in request at this time. The *Stepping Stones* is next to good for nothing, although quite new. It is surprising how slightly she is put together, and, withal, she is quite dull.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Chaplin, U. S. Navy, commanding U. S. S. Valley City, regarding repairs to that vessel.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 29, 1861.

SIR: On the arrival of the *Cambridge* you will proceed immediately to Baltimore and have the smokestack of the *Valley City* repaired. Get the work done without delay, and then return to the mouth of the Rappahannock and continue to blockade off there.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant J. C. CHAPLIN,
Commanding U. S. S. Valley City.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, to proceed to blockade duty in the Rappahannock River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 29, 1861.

SIR: Proceed to the mouth of the Rappahannock with the *Cambridge* under your command for the purpose of blockading that river and preventing the egress of any vessels, armed or otherwise, belonging to the insurgents or to anybody else than ourselves. Communicate with Lieutenant Commanding Chaplin, now stationed there, in command of the U. S. S. *Valley City*, and get from him all the information you can likely to be of service to you. He is ordered to proceed to Baltimore with his vessel on your arrival, for the purpose of getting his smokestack repaired.

I send you herewith a copy of his orders. Keep the *Rescue* with you until further orders. If you wish to communicate with me use her for the purpose.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander WM. A. PARKER,
Commanding U. S. S. Cambridge.

Order from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding U. S. ship Release.

NAVY DEPARTMENT, *October 29, 1861.*

SIR: When the storeship *Release* shall have discharged her cargo you will be pleased to order her to Boston.

I am, respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, of slight engagement with a Confederate steamer in Hatteras Inlet, and transmitting report of reconnoissance of Ocracoke Inlet October 29, 1861, and the impracticability of blocking it by sinking stone vessels.

U. S. S. STARS AND STRIPES,
Hatteras Inlet, November 2, 1861.

SIR: I have the honor to report that since my last letters to you of the 20th ultimo the weather has been too stormy to do anything but remain at our anchorage, part of the time with both anchors down and the engine in motion to assist in holding on. On the 29th ultimo, the weather having moderated, I sent the steamers *Underwriter* and *Putnam*, under the command of Lieutenant R. B. Lowry, by sea to Ocracoke Inlet to make a reconnoissance, with the view of stopping up the inlet. I herewith enclose his report. As soon as the weather is suitable I shall proceed to execute your orders on this subject.

I have also to report that while the steamers were absent on this duty I deemed it a suitable time to send the steam tug *Ceres* across the bar to sound the channel and replace an important buoy which had been carried away by the late gales. While thus employed, a suspicious sail appeared in the offing, inducing the commander of the *Ceres* to ascertain her character, in doing which he got beyond recall. In the meantime, at about 11:30 a. m., a rebel steamer came in sight, approached, and entered the channel leading across the bulkhead, and when within 4 miles of our anchorage opened fire upon us with heavy shell guns, which fell short about half a mile. I returned their fire with the 20-pounder Parrott gun from this vessel, but our shot not reaching within a mile of the enemy, only four were fired. Two shots were fired from the Coast Survey steamer *Corwin* and one from the large columbiad gun recently mounted on shore, all of which fell short.

The rebel steamer seemed to be about the size of the *Underwriter*, black, carrying heavy guns of greater range than any here. After firing seven or eight times at us she retired, and steamed off in a northwesterly direction until out of sight.

I am fully of the opinion that the enemy are advised of our force and movements here. I am informed by General Williams that they have now 5,000 troops in this neighborhood, and it is reported that they intend to reoccupy this place.

For the past twenty-four hours a severe gale has been blowing from southeast. The landing at the fort was almost entirely washed away, and a considerable amount of army stores and clothing inundated and lost. It even commenced to wash away the foundation of the fort itself, which is now entirely surrounded by water.

I am, respectfully, your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Squadron, Hampton Roads.

[Enclosure.]

U. S. STEAM TUG UNDERWRITER,
Hatteras Inlet, North Carolina, October 29, 1861.

SIR: In obedience to your order of the 25th instant, I left this anchorage this morning, being the first favorable day for a week permitting this vessel to go to sea with safety, and made a careful reconnoissance of Ocracoke Inlet. I did not observe any signs of the enemy ashore or afloat. The fort on Beacon Island seemed to be in the same dismantled state as when the place was last visited. As I neared the inlet a large schooner made sail and stood in the sound, too far off to ascertain her character. As my pilot, Mr. Westervelt, on whose judgment and knowledge of these waters great reliance is to be placed, declined to carry the *Underwriter* in on account of her length and difficulty of managing her, I did not proceed farther than the edge of the breakers on the bar in 4 fathoms. I saw enough to convince me that blocking up the channel for any length of time is not practicable. It is only on the inner bulkhead that the passage can be obstructed, and then only for a limited period. It requires but a brief observation and knowledge of these inlets, with their swift and irregular currents rushing to the ocean, to convince the most skeptical that attempt to close them by sunken obstructions is warring against nature in one of her most irresistible forms, as exhibited in this sound with its vast drainage of inland waters. It may be that the sinking of a few schooners will obstruct present channels, but no earthly power can stop the rush of these waters to their destination—the ocean. Everywhere the bottom sands are alive and creeping; in a few days, or weeks at most, the current sweeps beneath the sunken hulks, and either engulfs them to a greater depth or quickly and surely washes a channel elsewhere. I therefore think it is impossible to block up any of these inlets for any practicable end or definite results. With fine weather and unusually smooth sea the mere sinking of these hulks can be accomplished without the exercise of any great nautical skill.

I am, very respectfully, your obedient servant,

R. B. LOWRY,
Lieutenant, U. S. Navy.

Lieutenant Commanding REED WERDEN,
Senior Officer, Hatteras Inlet, North Carolina.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding collisions between the U. S. S. Pembina and schooner John B. Holmes and the U. S. S. Cambridge and schooner Chief.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 30, 1861.

SIR: Two cases of collision have occurred of late between our naval and merchant vessels, and as the Government may probably be called upon for damages in both, I deem it my duty to inform the Department about them. One took place on the 23d instant, in these roads, between the gunboat *Pembina* and the schooner *John B. Holmes*, of New York, T. J. Woodley, master, and the other on the 24th instant, off Nag's Head, North Carolina, between the U. S. S. *Cambridge* and the schooner *Chief*, of New York, Thomas Cropper, master.

In both instances the injuries sustained by the schooners were very serious, and in both, in my judgment, our naval vessels were decidedly at fault. Nothing but the fear of detaining Flag-Officer Du Pont's expedition prevented me from ordering a court of enquiry on the one in which the *Pembina* was concerned. I investigated the affair, however, as closely as circumstances would permit, and on arriving at the conclusion I did, I expressed it in writing to Flag-Officer Du Pont, with the view of its being communicated to the commander and executive officer of that vessel.

On the other I did order a court of enquiry, and herewith forward its proceedings.

These collisions are occurring so frequently, and are so prejudicial to the public interests both in the way of expense and detention, that they must be checked by some formal process of censure, and I know of no other means at my command so likely to be efficacious as that of resorting, whenever practicable, to a court of enquiry.

Both schooners have been compelled to go to Baltimore for repairs.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. SECRETARY OF NAVY,
Washington, D. C.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding a commanding officer for the U. S. S. Underwriter.

NAVY DEPARTMENT, *October 30, 1861.*

SIR: You are hereby authorized to appoint such officer as you deem fit, naval or volunteer, to the command of the *Underwriter*, to relieve Lieutenant Commanding R. B. Lowry, detached at his own request.

Should you not appoint a naval officer, the Department would suggest that the acting master who had command of the recent cutting-out expedition from the U. S. S. *Louisiana* should be assigned to her, as it is intended to promote him to be an acting volunteer lieutenant as soon as the necessary information is received from you.

I am, respectfully etc.

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to the commanding officer of steamer Stepping Stones, to proceed with that vessel to Washington, D. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 31, 1861.

SIR: You will proceed to Washington with the *Stepping Stones*, and on your arrival there report yourself to the commandant of the navy yard. Report yourself on your way up to the commanding officer of the Potomac Flotilla, who will give you directions about passing the enemy's batteries. The Navy Department is very desirous to have the *Stepping Stones* at Washington, and it is supposed, as her draft of water is very light, she will have no difficulty in getting there by keeping close along the Maryland shore.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Mr. ROBERT LOMAX,
Commanding Steamer Stepping Stones, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Volunteer Lieutenant Goodwin, U. S. Navy, commanding U. S. bark Amanda, to proceed off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 31, 1861.

SIR: You will proceed off Wilmington, N. C., with the *Amanda*, and on your arrival there report to Commander Green for the blockade of that port.

Instructions in relation to the treatment of neutral vessels and the blockade are herewith furnished you.

You will remain off Wilmington until further orders, or until it is necessary for you to return to this place for supplies.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Volunteer Lieutenant N. GOODWIN,
Commanding U. S. Bark Amanda, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the return to Hampton Roads, in damaged condition, of two vessels of Flag-Officer Du Pont's command.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, October 31, 1861.

SIR: Two vessels belonging to Flag-Officer Du Pont's expedition have already returned to these roads in a damaged condition. One is the small tug *O. M. Pettit*, and the other the ferryboat *Ethan Allan* [*Commodore Barney*]. The commander of each reports that during a fresh wind and heavy sea encountered from southwest his vessel became utterly unseaworthy.

I have ordered both vessels to be carefully examined by our carpenters, and shall make them retrace their steps, if possible. But I fear their unfitness is of a serious character. On getting results of the examination I will forward them to the Department. I write now to save the mail.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding U. S. steamers O. M. Pettit and Commodore Barney.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 1, 1861.

SIR: I forward herewith reports in the case of the *O. M. Pettit.* It appears that she is not injured as described by her commander, and, consequently, I have ordered him to rejoin Flag-Officer Du Pont without delay.

The ferryboat *Ethan Allan* [*Commodore Barney*], however, is very seriously injured, and can not possibly go further than Baltimore until repaired. The fantail, guards, and deck, from one end all the way to the wheelhouse, are entirely started from the hull. It is almost wonderful that she did not founder.

Unless I receive instructions from you to the contrary, I shall send her to Baltimore.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. O. M. PETTIT, *October 30, 1861.*

SIR: Tuesday morning, October 29, agreeable to order from Flag-Officer Du Pont, I got underway and proceeded to sea in company with the rest of the fleet, and took my position in line at 3 p. m., keeping the same until 6 p. m., when, wind blowing fresh from southwest, with a sharp chop sea, we began to drop astern of the fleet; vessel laboring very much and shipping great quantities of water and leaking badly in the wales under the guards; also the decks, fore and aft. 9:30, fired a gun to leeward, of which no notice was taken by any of the fleet. In the meantime, the wind freshening and the sea getting up, I concluded to wear ship and run for Hampton Roads, as, in my judgment, the vessel could not be kept on her course with safety, and I would furthermore respectfully ask for a survey on the vessel.

Very respectfully, your obedient servant,

A. S. GARDNER,
Acting Master, Commanding.

Flag-Officer GOLDSBOROUGH,
Commanding U. S. Flagship Minnesota.

U. S. FLAGSHIP MINNESOTA, *October 31, 1861.*

SIR: In obedience to your order, we have held a strict and careful survey on the steamer *O. M. Pettit*, and can not discover that she is in any way strained or otherwise damaged.

Very respectfully, your obedient servants,

EBZR. THOMPSON,
Carpenter, U. S. Navy.

H. M. GRIFFITHS,
Acting Carpenter, U. S. Navy.

L. M. GOLDSBOROUGH,
Flag-Officer.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the vessels detained from Flag-Officer Du Pont's squadron.

NAVY DEPARTMENT, *November 2, 1861.*

SIR: The steam ferryboat *Ethan Allen* (now called the *Commodore Barney*), as well as the other vessels not able to go forward with the expedition, may be sent down the coast when the weather permits.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Master Hooker, U. S. Navy, of the loss of the schooner John Wesley, while under his command en route to Hampton Roads.

HAMPTON ROADS, *November 11, 1861.*

SIR: In accordance with my letter of instructions from Lieutenant Commanding Murray, which is herewith enclosed, I proceeded on the afternoon of Friday, November 1, on board of schooner *John Wesley*, then underway. At 3:15 p. m. passed the outer buoy on Chincoteague Bar, and steered south under all sail, wind N. E. by N., fresh.

At 4 p. m. had sounding, 6 fathoms. Took in flying jib and single-reefed mainsails and gave course nothing to westward of S. S. W.; wind and weather the same. Judged I was making good S. by W. course. At 5 p. m. had soundings in 7 fathoms, took in mainsail; vessel taking considerable water on deck. Single-reefed foresail and jib; wind and weather the same; vessel carrying weather helm. At 5:30 p. m. had soundings in 8 fathoms. Went below, leaving the deck in charge of Boatswain's Mate Beeman, having charged him to call me up in any change of wind or weather.

At 7 p. m. I awoke and hailed the deck for sounding and state of the weather, and received the reply, "No bottom with 10 fathoms, and weather the same." A short time after, hearing a violent altercation on deck, sent the cook to learn the cause. He returned saying the boatswain's mate was drunk and fighting with the men. I immediately arose to go on deck to take charge myself. At that instant the vessel struck heavily and continued thumping. As I got on deck found the jib hauled down. The wind had hauled to the eastward. The land, which proved to be Hog Island, [was] close under our lee. Breakers to

windward. Got all sail on the vessel and luffed to S. S. E. After two or three heavy plunges she became stationary, the sails only pressing her farther in upon the shore. Took in all sail. On enquiry found the vessel's course had been altered from S. S. W. to S. W. and S. W. by S., and also learned that the centerboard had been hauled up, all of which was done without my orders or knowledge.

Finding the schooner a total loss upon an enemy's coast, I deemed it my first duty to destroy her armament to prevent it from falling into the enemy's hands. This I did effectually, and then turned my attention to the landing of my crew, which was effected with safety at 4 p. m.; the wind blowing a gale from the southeast, the sea making a clean breach over the wreck. At daylight, fearing that her mast if left standing would betray us to the enemy before we could escape, and also wishing to destroy everything that would be [of] service to them, with two men I made my way to the wreck and succeeded in cutting away her mast. I also cut her boom, gaffs, etc., into several pieces, thereby rendering them useless. In doing this I was thrown with the wreck of spars amongst the breakers and received such injuries that I am at present scarcely able to walk.

On Sunday morning I made an attempt to pass through the breakers at a distance north of the wreck, but my boat was swamped and violently thrown back upon the beach. On Sunday night I made an attempt to land upon the main, with the intention of crossing with my dispatches during the night to the Chesapeake shore and there seizing a boat to work my way to Hampton Roads, but in coming in contact with the marshes I was unable to effect a landing, and at daylight returned to the wreck. Hauled up my boat, which was leaking badly. I then calked and scraped the seams. While doing this a boat from the main discovered and came to us, but not in sufficient force to take us prisoners; they, however, persuaded ——— Nelson, one of my men, to leave with them, and I now report him a deserter from the service of the United States. I soon after saw a large body of persons coming toward us. I launched my boat to make the attempt to reach the roads through the marshes and bay. At 2 p. m. Tuesday I reached Sand Shoal, and was kindly treated by Mr. Warren Cobb. After resting for two hours, he informed me that it was not safe to remain longer, as there was a great number of rebels on the island. By his direction I was enabled to reach New Inlet, and encamped upon the beach for the night. On Wednesday I reached Ship Shoal, the wind blowing a gale from the northwest, with rain. I remained over night at the house of Mr. Elliot, the only inhabitant on the island. On Thursday afternoon I reached Smith's Island light and was again kindly treated by the light keeper. On Friday morning, with his assistance, we carried the boat across the island, and, launching her through the surf, made several unsuccessful attempts to reach vessels bound into the bay. At last the schooner *Gertrude*, of New Haven, received me on board and brought me up to the anchorage.

Of my men I can but speak in terms of praise. The prompt alacrity [with] which they obeyed my orders, regardless of danger, and the cheerfulness [with] which they bore their hardships, are deserving of commendation.

I am, sir, your obedient servant,

E. HOOKER,
Acting Master, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockaking Squadron, Hampton Roads.

[Enclosure.]

U. S. S. LOUISIANA,
Chincoteague Inlet, October 31, 1861.

SIR: The surgeon having acceded to your request to be put upon light duty, you will take charge of the schooner *John Wesley* and proceed with her to Hampton Roads, reporting to Flag-Officer Goldsborough, and deliver the dispatches with which you are intrusted.

The wood with which she is freighted is contraband and will be given up to public service, subject to decision of the flag-officer.

You will report in person and hold yourself prepared to answer all questions relating to our welfare and condition.

You have permission to ask for a week's leave to recruit your health, and it might be as well, in case the flag-officer assents to your absence, to return by way of Maryland.

You will take charge of the effects of the late commander of the *Wesley* and deliver them to the flagship, subject to the order of his friends.

Very respectfully, your obedient servant,

A. MURRAY,
Lieutenant, Commanding.

Acting Master HOOKER,
U. S. S. Louisiana.

Case of the Spanish bark Providencia.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting report of the commanding officer of the U. S. S. Monticello.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 7, 1861.

SIR: The *Monticello* is in here from off Savannah, short of coal and with her machinery out of order. We will be able, however, I hope, to get her off again very soon, and my intention is to send her off Wilmington, N. C. I beg to enclose to the Department a letter from her commander concerning his having brought away from near Savannah the mate of a Spanish bark, together with her papers. It is an awkward affair, and as some difficulty may be attempted about it, I am impressed with the belief that the Department should be possessed of all the facts of the case, and therefore send this report. The mate has been given a free pass, meals and all, at my request, by General Wool, from here to New York, where he himself desires to go to meet his vessel. He takes with him all her papers.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 4, 1861.

SIR: I will thank you to make to me a full statement in writing of all the facts and circumstances connected with the affair of your bringing away the mate and papers of the Spanish vessel which you examined recently off or about Savannah. The more I reflect upon it, the

more I feel that it is of a character likely to give rise to trouble and embarrassment at Washington, for the Spanish minister will be almost sure to demur seriously at the transaction. It is certainly a novel procedure, and needs ample explanation. A vessel left upon the seas without papers is rendered amenable to seizure by any man-of-war she may meet, and so, too, by the authorities of any port into which she may go. At the time the mate came on board of you with the papers of the vessel, under orders to do so, was there no indication to impress upon you the belief that bad weather would probably cut off all communication before the investigation could be concluded; and, after finding that intercourse was so interrupted, could you not have remained in the neighborhood of the vessel until the blow subsided, for the purpose of returning the mate and papers? I wish you to be particularly clear upon these points, for they are questions that will naturally suggest themselves to the mind of a party called upon to urge a complaint.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding D. L. BRAINE,
Commanding U. S. S. Monticello.

—

U. S. S. MONTICELLO,
Hampton Roads, November 5, 1861.

SIR: I have to state, in reply to your letter, that on the 1st of November, at 6:30 a. m., we got underway and stood off from Savannah Bar, in obedience to a signal from the sloop-of-war *Savannah*, and whilst nearing her saw, at 7:30 a. m., a bark which we stood for, distant about 2 miles. At that time the wind was southeast and fresh. We boarded the Spanish bark *La Corbeta Providencia*, from Havana bound to New York. I gave directions to the officer, should there be anything suspicious about her, to bring her captain with his papers on board. The papers proved correct, but the captain claimed to be in latitude 31° 43′ N., longitude 72° 40′ W., whereas he was in reality in latitude 31° 57′ N., longitude 74° 25′ W., 105 miles to the westward of where he claimed to be, and in 9½ fathoms of water, Tybee Island in sight. Deeming this a suspicious circumstance, I signalized the sloop *Savannah* that she was suspicious, and was ordered by signal from the *Savannah* to detain her. I ordered her upon the other tack, so as to fetch the *Savannah*. About this time it began to blow hard in squalls, with heavy rain. We could not see any distance, the sea getting up fast. I had to hoist my boat to prevent her swamping. Notwithstanding this, I kept close to the bark, she tacking repeatedly and trying to fetch the sloop *Savannah*. In a half hour at the furthest it was blowing heavy from the southward and eastward. I kept by the bark for seven hours and a half, and strove to get her up to the *Savannah*, but without success, and not until 3:30 p. m. did I separate from her. She was then under double-reefed topsails, head offshore, to northward and eastward. The sloop *Savannah* was under close-reefed topsails. It blew until midnight from the southward and eastward. At 1 a. m., November 2, it veered to W. S. W. I hung around the bark all night, and in the morning at 7 a. m., November 2, passed close to her. The sea was running heavy and with safety a boat could not be sent. I was anxious to place the mate on board, but could not do so. About this time the chief

engineer of this vessel reported appearances of serious defects in the machinery, which required that we should proceed to some port for repairs.

I stood slowly for the sloop *Savannah* to signalize her. Not having a telegraphic dictionary, I could not let her know the state of affairs and could only signalize that it was necessary that this vessel should go into port immediately. Could I have signalized the *Savannah* the state of affairs she would, I presume, have directed the bark to follow me, which was feasible, as the wind was fair for the port she claimed to be bound for. I then proceeded to this port.

When the mate came on board I expected to return him in a short time to his vessel, but the heavy squall prevented my so doing, as you will see by the foregoing. I stayed by the bark until it became necessary that we should make some port.

This, sir, is a full statement of the matter, and my action in the case was unavoidable.

I am, sir, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the seizure off Charleston, S. C., by U. S. S. Alabama of the bark Providencia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 14, 1861.

SIR: The identical Spanish bark, about which I had the honor to write you on the 7th instant in my No. 50, has, I regret to say, been seized by one of our cruisers off Charleston, because she was found at sea without any papers on board. She was, it seems, turned over to Commander Sartori, who is now here, and he ordered her to be brought into Hampton Roads. She has not yet arrived, but as soon as she does get here I shall direct the officer in command to proceed to New York and there deliver her to the Spanish consul, unless her captain himself, who I presume is still on board, will agree to take her off our hands at once. Her mate, with all the papers of the vessel, went to New York as I wrote, and the vessel herself, when examined by Lieutenant Braine, was ostensibly bound there.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Sartori, U. S. Navy, commanding U. S. S. Flag, transmitting report of the commanding officer of the U. S. S. Alabama regarding the seizure of the bark Providencia.

U. S. S. FLAG,
Off Charleston Bar, November 5, 1861.

SIR: This morning at early daylight a vessel was discovered to the northward and eastward.

The *Alabama* was soon underway and has just returned (1 p. m.) with the bark *Providencia*, of Mallorca [Majorca], No. 3506, in tow. I

enclose a communication from Commander Lanier. It is all the information I can obtain relative to her. I therefore deem it my duty to send her to Hampton Roads, and have directed Commander Lanier to put on board of her a prize master and prize crew, sending in her two of her own crew. The remainder, 13 in number, including the captain, are detained on board this vessel and the *Alabama*. The prize master I have ordered to report to you for further instructions.

I am, respectfully, your obedient servant,

L. C. SARTORI,
Senior Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

Upon further consideration I have concluded to send the captain and but one of the crew.

[Enclosure.]

U. S. S. ALABAMA,
Off Charleston, S. C., November 5, 1861.

SIR: I have the honor to report that this a. m., discovering two sails seaward, I gave chase and found one to be a United States war steamer steaming down the coast, with which we exchanged numbers. The other was a bark, which we boarded and found under Spanish colors without papers. She reported that she was bound from Havana to New York, but with a fair wind for the latter port, she was beating to the southward and westward in 9 fathoms water.

She states that she fell in with a United States war steamer four days since, and that her papers were taken from her. In consequence of the above improbable statement, and the circumstances under which we found her, I concluded to tow her in for your further inspection.

I am, respectfully, your obedient servant,

E. LANIER,
Commander.

Commander LEWIS C. SARTORI, U. S. Navy,
Commanding U. S. S. Flag, Off Charleston, S. C.

Order of Commander Sartori, U. S. Navy, senior officer off Charleston, S. C., to Acting Master's Mate Lee, U. S. Navy, to proceed to Hampton Roads in charge of bark Providencia.

U. S. S. ALABAMA,
Off Charleston Bar, November 5 [*1861*].

SIR: You will report to Commander L. C. Sartori, of the steamer *Flag*, for orders.

I trust you will be ordered back to this ship as soon as possible.

I am, respectfully, your obedient servant,

E. LANIER,
Commander.

Master's Mate GEORGE P. LEE, U. S. Navy.

[Endorsement.]

Proceed with all dispatch to Hampton Roads with the prize bark *Providencia*, and report to Flag-Officer L. M. Goldsborough for further orders. Please deliver to him the accompanying communication and the two log books found on board.

I am, respectfully, your obedient servant,

L. C. SARTORI,
Commander.

Report of Prize Master Lee, U. S. Navy, of arrival at Hampton Roads, in charge of bark Providencia.

HAMPTON ROADS, *November 15, 1861.*

SIR: I was ordered on board of the Spanish bark *Providencia* as prize master by Commander Lanier, of the U. S. S. *Alabama*, off Charleston, November 5, to take her to Hampton Roads, at which place she arrived after a passage of eight days. Lost on the passage one man (supposed to have jumped overboard in a crazy fit) and the following sails:

Two main topsails, 2 foresails, 1 fore-topgallant sail, and 1 jib. Having found the present crew to be entirely insufficient to work the bark, would most respectfully ask that their number may be increased by the addition of 5 seamen and 3 ordinary seamen, and also for provisions for 18 men ten days, being entirely out of the same.

Very respectfully, your obedient servant,

GEORGE P. LEE,
Prize Master in Command.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Merrill, U. S. Navy, to proceed to New York in charge of bark Providencia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 16, 1861.

SIR: Proceed with the Spanish bark *Providencia* under your charge to the port of New York, and there deliver her to the Spanish consul at that place.

The *Providencia* was seized by one of our cruisers off Charleston, because she had no papers on board. Of these, however, she had become accidentally deprived by another one of our cruisers off Savannah, and at the same time of her mate. The mate, though, with all her papers, was brought in here by the *Monticello*, and he was immediately sent on to New York with them in his charge, where, no doubt, he now is, and in care of his consul.

On your arrival at New York you report yourself in person to the commanding naval officer of the station, show him these instructions, and ask his direction as to the disposition of yourself and the men composing your crew, until you can be got ready to return here.

After delivering the *Providencia* to the Spanish consul, and having obtained his receipt for her, you will at once return to this place, bringing with you the men under your command, unless otherwise ordered by superior authority.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master J. M. MERRILL, U. S. Navy.

Letter from the Spanish vice-consul at New York to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, announcing the arrival of the bark Providencia at that port.

NEW YORK, *November 29, 1861.*

SIR: I have the honor to inform you that on the 27th of this month I have received from J. Milton Merrill, master, U. S. Navy, the Spanish bark *Providencia*, sent to this port with a United States prize crew.

Seven of the crew of said bark have arrived at this port, but the other seven of the same are still missing, and not knowing their whereabouts I have to request you to forward me said men by the first opportunity, as the vessel is unavoidably detained.

I am, sir, your obedient servant, by indisposition of the consul,

ANTO. M. DE ZEA,
Her Catholic Majesty's Vice-Consul.

L. M. GOLDSBOROUGH, Esq.,
Flag-Officer of the North Atlantic Blockading Squadron.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the movement of Confederate steamers in Hatteras Inlet.

U. S. S. STARS AND STRIPES,
Hatteras Inlet, November 2, 1861.

SIR: I have the honor to inform you that at about 3 o'clock p. m. to-day six of the rebel steamers approached our anchorage from the sound, apparently with a view to attack us, but after one of them had fired three shots they retired and were soon out of sight. They were far beyond the range of our guns.

I am, very respectfully, your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Squadron, Hampton Roads.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, transmitting information regarding the British brig Brisk.

NAVY DEPARTMENT, *November 2, 1861.*

SIR: I forward herewith for your information extract from a letter of Captain Thomas Sands, of the revenue cutter *Varina*, dated October 28, enclosed to this Department by the Secretary of the Treasury, in relation to the British brig *Brisk*, which cleared from Halifax [Nova Scotia] with powder, fish, etc., supposed to be intended for the insurgents.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Squadron.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. REVENUE SCHOONER VARINA,
Harbor of New Bedford, October 28, 1861.

SIR: I would respectfully report my return with the cutter to her anchorage off the city, in compliance with your verbal instructions to return the last of the week.

I have further to report that whilst at anchor in Holmes' Hole, received information from Captain Smith, of the schooner *Chrysolite*, of Camden, N. J., from Halifax for Philadelphia, that the British hermaphrodite brig *Brisk*, of Halifax [Nova Scotia], had loaded and sailed for some port south. He states that his cargo consisted of drums of fish, each drum containing a keg of powder. The rest of his cargo consists of cases of shoes, gunny cloth, liquors, and rolls looking like horse collars; that the captain of the *Brisk* enquired of him (Captain Smith) particularly in relation to the harbor and depth of water about Matanzas, which led him to believe he was bound to some port in the Gulf, although stating he had cleared for Matanzas. This information may be of importance, and lead to his seizure by the blockading squadron, if seen hovering about the Southern coast.

I am, sir, very respectfully, your obedient servant,

THOMAS SANDS,
Captain.

LAWRENCE GRINNELL, Esq.,
Collector of the Customs, New Bedford, Mass.

Report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, of the arrival of that vessel in Rappahannock River.

U. S. S. CAMBRIDGE,
Rappahannock River, November 3, 1861.

SIR: I have the honor to report that this vessel arrived at this place on the evening of the 30th ultimo, where we found the U. S. steamers *Valley City* and *Rescue*.

I sent the *Valley City* to Baltimore to have her smokestack repaired, with orders to return to this river as soon as possible.

I have this day dispatched the *Rescue* to Hampton Roads to fill up with coal, and have ordered her to return, unless otherwise disposed of by yourself.

I send by this conveyance several contrabands, who have taken refuge on board the different vessels employed on the blockade of this river.

I would respectfully suggest that a rifled gun at the stern of the *Rescue* would much increase her efficiency.

Nothing of importance has occurred since my arrival here.

Very respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding U. S. Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant Chaplin, U. S. Navy, commanding U. S. S. Valley City, requesting an additional rifled gun for that vessel.

U. S. S. VALLEY CITY,
Baltimore, November 3, 1861.

SIR: I respectfully request that a rifled cannon may be placed on the forecastle of this vessel. She can carry it and it will make her

more efficient than she is now. As we are employed in blockading the Rappahannock River, where the rebel steamers *St. Nicholas* and *Virginia* are now, can come down with guns of longer range than mine, choose their distance, and I can neither close in with them nor retreat.

All that would be required to mount the gun would be to extend the topgallant forecastle a few feet farther aft. The Department, knowing the speed of the vessel, will understand the necessity of such an addition to her armament.

Very respectfully, your obedient servant.

J. C. CHAPLIN,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Volunteer Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, to proceed to blockade duty off Beaufort, N. C., and referring to the steamer Fingal.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 3, 1861.

SIR: You will proceed off Beaufort, N. C., with the *Gemsbok*, and on your arrival there report to Commander Prentiss for duty in the blockade of that port.

A memorandum of vessels which have sailed or are about to sail from England and the English provinces to violate the blockade is herewith furnished you. Your attention is particularly called to the steamer *Fingal*, which has on board an exceedingly valuable cargo of arms and munitions of war.

It is believed that many of the vessels intending to run the blockade are armed.

You will please furnish Commander Prentiss and the commanding officer of the *Braziliera*, with a copy of the memorandum of vessels above referred to.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Volunteer Lieutenant EDWARD CAVENDY,
Commanding U. S. Bark Gemsbok, Hampton Roads.

Report of Commander Green, U. S. Navy, commanding U. S. Sloop Jamestown, regarding that vessel and the U. S. S. Young Rover.

U. S. SLOOP OF WAR JAMESTOWN,
Off Wilmington, N. C., November 4, 1861.

SIR: My letter by the *Gemsbok* informed you of the passage of events on this blockade up to the 23d October, ultimo.

The commander of the *Young Rover* informs me of his intention to go to Hampton Roads in consequence of his opinion that his vessel is so crank as to be unseaworthy, caused by the boiler being placed too high, and the expenditure of supplies. His capstan also is broken, and he is in want of winter clothing for his crew, which we were unable to supply.

I have twice supplied the *Young Rover* with water, in order to be enabled to carry out the spirit of your instructions to maintain a strict blockade, and have been expecting the return of the *Gemsbok*. As my instructions do not cover these emergencies, I do not feel called on to assume any further responsibility in the matter, and shall therefore leave Captain Humphrey to make his report to you in person, and shall do the best I can alone.

This ship has lost two anchors—one by the breaking of the shackle pin, which we were so fortunate as to recover by sweeping for it; the other, I fear, is lost, as we are unable to find the buoy. This one was lost while getting underway during the first of a southeast gale. The sea came in with the wind and the chain snapped about 3 fathoms from the anchor. The same surge broke the iron knee in the main hatch; this damage we have repaired so that it will answer a very good purpose.

During the gale the ship acted better than I expected, making 3 knots under close-reefed topsails and double-reefed courses, until we were compelled to heave to to save the canvas and spars. The next morning found us about 16 miles from the land, the wind having hauled to the westward.

We spoke during the day two coal-loaded schooners, and saw at sunset eleven sail standing to the southward and westward.

The *Young Rover* was driven to the southward and westward during the gale and spoke the *Sabine*. She was enabled to be of service to one of the steamers in distress, having troops on board, by running down and giving information to the *Sabine*, which ship went to the assistance of the steamer. Captain Humphrey also spoke the *Unadilla*, in tow of the *R. B. Forbes*, and saw a large fleet of steamers and transports to the eastward of the shoals on the evening of Thursday, 31st October.

During the gale above mentioned our barometer was broken, and I have taken one belonging to Captain Humphrey, by his consent, and forwarded ours by him for repairs.

I have the honor to be, very respectfully, your obedient servant,

CHARLES GREEN,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding means for protection against torpedoes, etc.

U. S. FRIGATE CONGRESS,
Newport News, November 4, 1861.

SIR: I have received your note about torpedoes, etc. We have been preparing some guards against fire craft, torpedoes, infernal machines, etc., but, in consequence of the bad weather, only completed them today. I suppose that any of these things with which the rebels may attack us will be towed and placed directly ahead and as near the ship as they can safely come, so that when let loose they will drift with the tide to the ship, taking the chain or cutwater; on this supposition we have acted.

We have made with spars a frame in the shape of the letter A, which is suspended by the crosspiece from the bowsprit cap; the ends reach aft to the lower booms, resting on the water, and are secured by tackles

to the ship's sides to steady them. At night the lower booms are brought nearly alongside, forming a continuation of the spars in the water. A stout grapnel has 2 fathoms of chain attached to it; to the end of the chain 10 or 12 fathoms of stout rope with a kedge. This apparatus is put into the bow of a boat at night at the gangway ready for use. Should any fire craft come down with the tide directly ahead of us, it must take against the frame and glance off and pass clear of the ship. Should the fire craft be on fire at any distance from the ship, the boat will be sent to it, the grapnel secured to it, and the kedge thrown overboard; it will be anchored and can burn out at leisure. These arrangements, I think, will protect us against any attack of fire craft.

Suspended from the jibboom and under the above frame is a spar athwartships, some 30 feet long, to which is attached on its whole length a strong netting 14 feet deep and kept in a vertical position by weights at the bottom. Should such a machine as the one that attacked the *Minnesota* approach us and come near the cable, it must be caught in the net and held there until we relieve it. Or should it pass outside the net, the tube which floats on the surface to supply the inmates with fresh air would be caught on the A spars, and the supply of fresh air be cut off, causing suffocation, and if it should pass outside of the spars it would go entirely clear of the ship, doing no harm. I think this arrangement will secure us against such torpedoes.

There is another plan of preparing an infernal machine or torpedo by having two tanks containing powder submerged, and each suspended to a buoy floating on the surface of the water. The tanks connected by a line and the buoys also connected by a line, the two connecting lines being of the same length. These machines are placed directly ahead of the ship and let go; they drift down, the connecting rope catching against the cable or cutwater brings the tanks under the ship's bottom, where they are made to explode by matches leading from the buoys through elastic tubes to the tanks. To guard against these we are riding by a scope of cable 20 fathoms greater than the length of the ship, and on the buoy rope close under the buoy a grapnel is secured. At the distance of 40 fathoms from the anchor, on each side, is placed a kedge with a buoy and rope with a grapnel attached, as to the anchor buoy. Should any machine of the latter description be sent to attack us, the connecting rope must be caught on one of the grapnels and hang there, the floats would swing together, taking with them the tanks ahead of the ship, and explode without doing any damage to the ship.

I think all of these arrangements will protect us against any fire craft, torpedoes, or infernal machines.

I have not yet devised any plan to defend us against the *Merrimack*, unless it be with hard knocks.

Very respectfully, your obedient servant,

W. SMITH,
Commanding U. S. Frigate Congress.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Endorsement.]

I regard the arrangements as not only very ingenious, but as calculated to prove effectual. In short, I think they are admirable.

L. M. GOLDSBOROUGH.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding repairs to the U. S. S. Roanoke.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 4, 1861.

SIR: The crank pin of the after engine of the *Roanoke* is broken short off at its after end, and it will, I think, require at least two months to repair the injury.

Wherever the Department may direct the new work to be made, the ship will have to go there in season to receive it, but until that work be well advanced it will be entirely unnecessary for her to leave these roads. I propose, therefore, to retain her as long as she can remain without involving delay in her repairs, as she can still be made very useful in case of a movement on the part of the *Merrimack*.

By the mail of to-day the Bureau of Equipment and Construction will be duly advised of the injury in view.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to furnish information regarding the U. S. ship Brandywine.

NAVY DEPARTMENT, *November 4, 1861.*

SIR: Some days since the Department was informed by the commandant of the navy yard, New York, that the *Brandywine* had sailed for Hampton Roads, but as yet has no intelligence that she has reached her destination.

Will you inform the Department whether or not she has arrived.

The Department also learns through the newspapers that the *Roanoke* has arrived at the roads in a disabled condition, but as yet has no official information in reference to her.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding U. S. S. Connecticut.

NAVY DEPARTMENT, *November 4, 1861.*

SIR: The U. S. S. *Connecticut* will sail from New York about the 8th instant for the Gulf, and will touch at Hampton Roads to receive any communications you may wish to send southward.

Instructions will be given for the repair of the *Commodore Barney* (formerly *Ethan Allen*) immediately on her arrival at Baltimore.

You will please have the name of Elias W. Hale stricken from the rolls.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, transmitting information regarding American vessels sailing under foreign protection.

NAVY DEPARTMENT, *November 4, 1861.*

SIR: I herewith enclose for your information a list (prepared by the U. S. consul at Tampico [Mexico]) of American vessels that have been nominally sold and have taken foreign protection since the rebellion of the Southern States, and are supposed to be trading between Tampico and the blockaded ports.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,
Tampico, August 31, 1861.

SIR: I have the honor to transmit herewith a tabular return of those American vessels that have been nominally sold and taken foreign protection and engaged with the trade of this port since the rebellion of the Southern States, which will serve as a check to such as have taken foreign protection at New Orleans and Galveston should they again appear with their original registers issued from our custom-houses, which I understand have not been canceled, but retained for future use.

This information comes to me from reports, but without sufficient evidence to sustain the charge. Still, I have reason to believe that in some cases these reports are founded in truth.

The vessels in question bearing the British flag are tenaciously protected by the consul of that nation at this port, and those under the Mexican flag are much favored by the authorities of this place, the latter giving the same guarantees to Southern vessels violating the United States blockade and arriving here as to those of the most favored nations arriving direct from their respective ports.

Upon this subject I have made a full report to the honorable Secretary of State, having recently had a case in point.

I have the honor to be, with great esteem and respect, sir, your most obedient servant,

FRANKLIN CHASE.

Hon. SALMON P. CHASE,
Secretary of the Treasury, Washington, U. S. A.

[Subenclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,
Tampico, August 31, 1861.

List of American vessels nominally sold and taken foreign protection since the rebellion of the Southern States, which said vessels have arrived at and departed from this port of Tampico [Mexico] under the following dates.

Arrived.	Class.	Name.	Tons.	Master.	Flag.	Character of papers.	Departed.	Place of issuing papers.
1861.								
May 16	Schooner	K. L. Bruce	270	I. Stone	British	Consular	May 28	New Orleans.
May 27	Brig	N. Stetson	176	M. Oliphant	do	do	June 8	Do.
June 3	Schooner	Jos. H. Toone	145	W. F. Pennington	do	do	June 12	Do.
June 17	do	Carrie Sandford	169	F. Haggett	do	do	July 10	Do.
	Brig	Balear	194	G. Filletti	Mexican	Mexican bill sale	June 15	Vera Cruz.
June 20	Schooner	Red Fox	91	C. A. Peterson	do	Consular	June 25	New Orleans.
July 10	do	Virginia Antonieta	148	I. Sebisa	British	do	Aug. 14	Vera Cruz.
Aug. 16	do	Anna Taylor	60	W. Moore	None	Mexican	Aug. 21	Here.
Aug. 27	do	Isaac Toucey	132	Hanson	British	Not ascertained	In port	Not ascertained.

FRANKLIN CHASE,
U. S. Consul.

Report of Captain Sartori, U. S. Navy, commanding U. S. S. Flag, regarding the movements of vessels.

U. S. S. FLAG,
Off Charleston Bar, November 5, 1861.

SIR: On Sunday, throughout the day, the transports *Coatzacoalcos* and *Star of the South*, also the *Augusta*, *Vixen*, and *Mercury*, and three other side-wheel war vessels passed this way, bound south.

In the evening the gunboat *Unadilla* spoke the *Susquehanna*, and both vessels were soon on their way south, also. This morning another large side-wheel vessel passed down. Yesterday we spoke the brig *Ellen P. Stewart*, and saw another vessel (a schooner) bound southwardly also.

I have no further information to give you, except that the weather has been beautiful for the last three days; wind light from the westward. On Friday and Saturday we had very heavy weather and were compelled to go to sea, but returned to our anchorage at noon on Saturday. This morning at 7:15 we heard heavy guns from the southward and westward, continuing for fifteen minutes.

I am, respectfully, your obedient servant,

L. C. SARTORI.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

Wreck of the French war steamer Prony, November 5, 1861.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, transmitting report of Lieutenant Lowry, U. S. Navy, commanding U. S. S. Underwriter.

U. S. S. STARS AND STRIPES,
Hatteras Inlet, November 7, 1861.

SIR: On the morning of the 5th instant, while absent from this vessel on duty, it was reported to me that two steamers of the enemy were in sight outside the inlet, to the southward. I at once dispatched the steamers *Underwriter*, *Putnam*, *Ceres*, and ferryboat *Ellen* and tug *O. M. Pettit* (which happened in here for coal and water) to capture them. They did not discover the enemy, but instead the French side-wheel steamer of war *Catinat* [*Prony*], ashore inside the breakers on the bar at Ocracoke.

They were not able to render any assistance, and returned to this anchorage next morning.

I herewith transmit Lieutenant Commanding R. B. Lowry's report.

A terrific explosion with a vast column of smoke was seen about 3 p. m. to-day in the direction of Ocracoke, and it is supposed that the French steamer has been blown up.

I am, very respectfully, etc., your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Squadron, Hampton Roads.

[Enclosure.]

U. S. STEAM TUG UNDERWRITER,
Hatteras Inlet, North Carolina, November 6, 1861.

SIR: I have to report that yesterday at 2 p. m. I got underway with the tug *O. M. Pettit* and ferryboat *Ellen* in company and stood outside

to discover the cause of the *Putnam's* firing, and if necessary to support her. On clearing the bar and obtaining a clear view down the beach, could see nothing. The *Putnam* and *Ceres* had a lead of some 5 miles, which she maintained [in] spite of my signals to her to join me. At this point, the engines of this vessel, always defective, gave way, and I lost an hour in repairing. I ordered the other vessels to follow the *Putnam*. As soon as possible I steamed on, and soon discovered the masts, pipe, etc., of a large side-wheel steamer. I dispatched the *Ceres* to reconnoiter, which Acting Master MacDiarmid performed in good style, bringing me information that the steamer was a French man-of-war on the south breaker off Ocracoke Inlet, about 1 mile from the beach at Portsmouth [N. C.]. She went on shore at 4 a. m. and [had] been making every effort to get off; intended to do so till all hope was over, when he would throw over his guns and ammunition and abandon her.

By this time, 5:30 p. m., night was coming, dark and threatening. I directed the *Ceres* and *Pettit* to return to Hatteras Inlet, and if they could not reach there before dark to take every precaution for the safety of their vessels and endeavor to get in at early daylight with information to you, and to say that two rebel steamers were in sight inside of the inlet. The *Ellen* I ordered to keep near me, but her commander informed me that his guards were all knocked up and that he could not keep the sea. I then ordered him to look out for the safety of his vessel, and if possible join me at daylight near the Frenchman. I stood off and on through the night and till 7 a. m. in sight of the French steamer's signals, which he made every half hour. By 10 p. m the wind was blowing strong from the southward and westward and increased to half a gale by 5 a. m., with a very heavy sea. This vessel suffered severely, straining her timbers and guards badly. Having all her houses on the guards stove in, breaking the galley, etc.; she shipped several seas, which filled her deck; was obliged to knock away her bulwarks to prevent foundering. The sea dashed in between her frames and in her bows, and caused her to leak so badly that the engines could just keep her free. I state as a matter of duty that this vessel is entirely unseaworthy and unfit to be six hours from any port. I say it with regret, the lives of men and officers are at constant stake, while the value of the battery and ammunition is beyond that of the worthless hull upon which it is mounted.

It was only after the profound conviction, at 7:30 a. m. this morning, that I could do nothing to aid the stranded Frenchman, that I bore up for this harbor and abandoned him to the attention of the rebels. The sea was running too high to permit me to approach him within several miles, and the safety of my own vessel became a subject for serious consideration.

I intended, had the weather permitted, communicating with him and offering all the assistance in my power. I was impressed with the importance of such a service. If the rebels rescue the crew of the Frenchman, or save the vessel, and after treating them with interested kindness cause them to be returned to France, the event may have a most important bearing upon our political questions. This result of the insane barbarity of those in rebellion against the Government is manifested in extinguishing all the lights on our coast, rendering it the most unsafe in the world.

I think that as soon as practicable such vessels as can stand the sea should proceed to Ocracoke, assist the Frenchman, or, if they have abandoned her, destroy her to prevent her falling into the hands of the

rebels. The engineer reports to me that the boilers are in such a condition that it is absolutely necessary to extinguish the fires, that they may be repaired and cleaned.

The starboard eccentric is broken and can only be repaired at a machine shop. I enclose his report. This vessel leaks badly.

I am, very respectfully, etc.,

R. B. LOWRY,
Lieutenant, U. S. Navy, Commanding Underwriter.

Lieutenant Commanding REED WERDEN,
Senior Naval Officer, Hatteras Inlet, North Carolina.

[Endorsement.]

NOVEMBER 10, 1861.

I beg to forward to the Department this communication in order that it may understand all that I know at present concerning the loss of the French man-of-war steamer *Catinat* [*Prony*] off Ocracoke Bar.

Very respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 11, 1861.

SIR: It was the French corvette *Prony* and not the *Catinat*, as first reported, that was lost off Ocracoke Inlet a few days since. Her captain and crew came down by a flag of truce from Norfolk to-day and went directly on to New York. He called on board this ship to see me, and informed me that his vessel was of 320 horsepower and carried six 30 pounders. He also told me that on finding it was impossible to get her off the bar and that she was breaking asunder he had destroyed her entirely. He was brought from Ocracoke to Norfolk by an armed steamer of the insurgents. I regret to say he complained to me that our vessels which had communicated with him seaward and were still not far off did not respond to his signals of distress, although repeated every half hour during the night—a gun and fireworks.

I requested him to make to me a written communication upon the subject, and he promised to do so immediately on reaching New York.

I offered him money and clothes for the use of himself and crew if he required either, but he declined both, stating that their clothes generally had been saved and that he could get what funds he needed, on reaching Baltimore, from his consul. He wished an arrangement made with the captain of the Baltimore steamboat to defer receiving his pay for transportation until after getting to that place, and this I had effected without difficulty.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Flag Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, transmitting request from the Department for further information.

NAVY DEPARTMENT, *November 21, 1861.*

SIR: The Department transmits herewith an extract from a communication* having reference to the French man-of-war which got ashore near Ocracoke Inlet, and the alleged refusal of Lieutenant Commanding Reed Werden, commanding the steamer *Stars and Stripes*, to render assistance.

Be pleased to investigate this transaction and report the result to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron, Hampton Roads.

The above is a copy of a communication received by me this day, November 22, 1861, and herewith I send the extract alluded to. Lieutenant Commanding Werden will make to me, as early as practicable, a full statement of the case in point, and accompany it by such explanations as he may desire to offer. It is well to remark that the captain of the *Prony* made to me in person grave complaints upon the omission of our vessels to afford him relief agreeably to promise, and in the course of his great distress.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding R. WERDEN,
Commanding U. S. S. Stars and Stripes.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, responding to request for information.

U. S. S. STARS AND STRIPES,
Hatteras Inlet, November 28, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of the 21st instant, enclosing a communication from the honorable Secretary of the Navy requiring an explanation from me in reference to the loss of the French war steamer *Prony*.

It will be impossible to furnish a proper statement of facts in relation thereto before next mail.

I am, respectfully, your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Detailed report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, transmitting additional reports.

U. S. S. STARS AND STRIPES,
Hatteras Inlet, November 29, 1861.

SIR: I have received and read with astonishment the extract from a letter received at the Navy Department and forwarded with your communication of the 22d instant charging me with "cruelty in refusing

* Not found.

assistance to the commander of the French man-of-war *Prony*, lately wrecked at Ocracoke Inlet," and in obedience to your order submit the following statement, enclosing also the reports of commanders of the steamers *Putnam* and *Ceres* and of Dr. Marshall, of this vessel, all of whom accompanied the expedition that went to the assistance of the French vessel on that occasion:

At about 10 o'clock on the morning of the 5th instant, while away from this ship on important duty, Lieutenant McCook came to me and reported that he heard firing from cannon in the direction of Ocracoke, and thought he could see two rebel steamers outside the land in that direction. I immediately returned to this vessel and sent the steam tug *General Putnam* to ascertain if anything was in sight, with orders not to remain longer than two hours, unless something important was discovered, in which case he was to fire a gun, otherwise to return, as I required his services at the expiration of that time to replace the buoys marking out the inlet channel, which had been washed away by the late gale, in order to enable the steamer *Spaulding* and this vessel to cross the bar in safety. The steamer *Putnam* had hardly got outside when she fired a gun, upon which I sent to her assistance the four steamers, viz, *Ellen*, *Pettit*, *Ceres*, and *Underwriter*, all under the direction of Lieutenant Commanding Lowry. The steamer *Putnam*, owing to some misconduct of her commander, was ordered by Lieutenant Lowry to return, and arrived here the same evening. The other vessels proceeded as far as Ocracoke, when they discovered a French steamer of war hopelessly ashore inside the bar on the south side of the inlet.

You will see by the reports of the officers in command of these vessels, herewith enclosed, that they offered every assistance possible, and two of these steamers remained there all night, although it was attended with great risk to their own safety, as the sea was then running high and the wind was blowing half a gale. During the night the wind and sea had increased to such an extent that at 7 o'clock on the morning of the 6th instant Lieutenant Lowry, considering it no longer safe to remain there, returned to this place and made his report, which was forwarded to you in my letter of 7th instant. From his statement I found it was not possible for me with this vessel to get near enough to render any assistance, even had it been possible for me to cross the bar at this inlet, which was exceedingly questionable, since the steamer *Spaulding* struck that morning in 8 feet of water while endeavoring to enter. The weather continued to be boisterous and, in my judgment, too rough to send the vessel again to the assistance of the French man-of-war up to the time of the explosion, after which I considered that no assistance was required, as several of the enemy's vessels were near by.

I have to state that I did not disapprove of the proffered assistance on the part of the commander of the *Ceres*, nor did I make use of the language "that I would give her no assistance," nor were any applications made to me by the different officers of the Navy for permission to go to the relief of the French steamer.

In conclusion, I would call your attention to the inability of these small steamers to remain at sea in bad weather, and to state that every possible assistance was offered to the French commander in his great distress.

I am, very respectfully, your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[First endorsement.]

DECEMBER 6, 1861.

I have the honor to submit this correspondence to the Navy Department. It relates to the complaint of our vessels at Hatteras Inlet not having afforded proper assistance to the French war steamer *Prony*, lost at Ocracoke, and is intended as a reply to the communication of the Department calling for information upon the subject.

Most respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

[Second endorsement.]

Will Commodore S[mith] read these papers and give his opinion whether Lieutenant Werden did all he could. The French officers complain loudly.

F[OX].

[Third endorsement.]

DECEMBER 9, 1861.

I have read the papers referred. It appears Lieutenant Werden ordered vessels out to ascertain the cause of firing heard in the direction of Ocracoke, when it was ascertained that it came from a French steamer of war ashore in the breakers inside of the bar. The vessels ordered out steered for the vessel in distress. The commanding officer of the *Ceres* communicated with her and offered such assistance as he could render, and to take off the officers and crew. The French officer, in the vain hope of getting his vessel afloat at high water, declined to desert her and requested the *Ceres* to lie by her during the night. The commander of the *Ceres* reported to his superior officer near him, who ordered the *Ceres* to return and report to Lieutenant Commanding Werden, senior officer, what had transpired. The unfavorable weather prevented the *Ceres* from entering the inlet till next morning, when the commander of the *Ceres* entered the inlet and reported to Lieutenant Commanding Werden the facts and what had transpired. In these proceedings I do not see what more could have been done for the French vessel except that, as the *Ceres* had to lie outside till morning, she might with equal [propriety] have laid near the vessel in distress. I am of opinion that some effort should have been made on the 6th to go to the distressed vessel and render assistance if possible, notwithstanding some of the Confederate boats were near her; but as, in the judgment of the senior officer, Lieutenant Werden, who is considered a good officer, it was considered impracticable, the condition and capacity of the vessels under his command not being seagoing vessels and not calculated for rough weather at sea, I do not judge Lieutenant Commanding Werden as meriting censure on this occasion.

J. S[MITH].

[Enclosures.]

U. S. S. GENERAL PUTNAM,
Hatteras Inlet, November 28, 1861.

SIR: In obedience to your order of the 5th instant I proceeded down the coast to ascertain the cause of the firing in the direction of Ocracoke. After leaving the inlet I saw the smoke of a steamer and two masts to the southward. I fired a gun to give notice that assistance was required. Immediately four other steamers were dispatched to render the required assistance. After being joined by the other steamers we proceeded toward Ocracoke, the *Ceres* leading. When

within about 5 miles of the strange steamer the *Ceres* returned. I proceeded on to within about 3 miles of the stranger, when I received a signal of recall from the *Underwriter*, which was then about 5 miles astern. I returned to the *Underwriter* and reported a large side-wheel steamer ashore in the breakers on Ocracoke Bar. At the time the wind was blowing fresh from W. S. W. and rapidly increasing and gave the appearance of a storm. Lieutenant Lowry ordered me to return to Hatteras Inlet, which I did, and arrived here at sundown. The other steamers went on toward Ocracoke.

Very respectfully, your obedient servant,

WM. J. HOTCHKISS,
Acting Master, Commanding.

Lieutenant R. WERDEN,
Senior Officer, Hatteras Inlet.

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U. S. S. CERES,
Hatteras Inlet, November 29, 1861.

SIR: In obedience to your order, I send you the following statement in regard to my proceedings on the 5th instant, when ordered by you to go outside and ascertain the cause of the firing heard in the direction of Ocracoke Inlet. When about 10 miles to the southward of Hatteras Inlet, I discovered what I took to be a steamer standing offshore. I turned round and stood for the U. S. S. *Underwriter*, Lieutenant Commanding Lowry. I reported what I had seen to Lieutenant Lowry; he ordered me to follow him. The *Underwriter*, *Ellen*, *O. M. Pettit*, and *Ceres* stood toward the strange steamer. The *Ceres* arrived at the strange vessel first. I ran close to her, found her to be a French man-of-war, ashore a little to the southward of Ocracoke Inlet. A boat put off from her with a lieutenant on board. The lieutenant came on board of the *Ceres*. He informed me that the French vessel got ashore about 2 a. m. on the morning of the 5th instant. I tendered him all the assistance that I could possibly render him, offering then to take off the officers and crew, which could have been done at the time. He informed me that it was the intention of the commander of the French vessel to endeavor to get her off at high water next day. He said they had 200 tons of coal on board, and by throwing overboard the guns, ammunition, coal, and every thing that would tend to lighten the vessel, they might possibly get her off; if unable to get her off, they would then abandon her. He asked me to lay by her during the night. I told him I would report to the senior officer, Lieutenant Lowry; that I knew he would render him all the assistance he possibly could. I reported to Lieutenant Lowry what the French lieutenant had communicated to me. Lieutenant Lowry ordered me to go to Hatteras Inlet and report to you. I arrived off Hatteras Inlet about 7 p. m. It was then very dark, blowing fresh from the southward, with a very heavy sea breaking over the bar. I found it impossible to go in, and, in obedience to orders received from Lieutenant Lowry, I fired a gun and stood off and on until daylight. The wind and sea increased greatly during the night, the *Ceres* rolling and laboring very heavily and making very bad work of it. At daylight I ran in and reported to you. The U. S. S. *Ellen* was off Hatteras Inlet at daylight, but was obliged to bear away for Hatteras Cove for shelter.

The 6th instant it was blowing fresh from the southward, with a very heavy sea outside, making it unsafe for any of the small steamers to

go outside, and, in my opinion, at no time since, prior to the destruction of the French vessel, could this steamer have rendered her any assistance.

Very respectfully, your obedient servant,

JOHN MACDIARMID,
Acting Master, Commanding U. S. S. Ceres.

Lieutenant Commanding R. WERDEN,
U. S. S. Stars and Stripes.

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U. S. S. STARS AND STRIPES,
Hatteras Inlet, November 28, 1861.

SIR: In compliance with your request, I have the honor to submit the following statement of an attempt to rescue the French steamer recently wrecked on Ocracoke Bar by the steamers under your command, as follows:

Early on the morning of the 5th November, we heard from our vessel the firing of heavy guns to the southward. Not knowing the cause, you were pleased to send outside the steamer *Putnam*, with orders to return in two hours, unless something should be seen worthy of notice; and if so, to fire a gun as signal of the fact. She had not much more than crossed the bar when a gun was fired, upon which all the small steamers under your command, viz, the *Underwriter*, the *Ceres*, the *Ellen*, and the *O. M. Pettit*, were immediately dispatched, supposing that the *Putnam* needed assistance.

I was sent as surgeon, accompanying the senior officer, Lieutenant Lowry, of the *Underwriter*. Upon arriving outside we could see nothing; but after steaming down the coast several miles, we discovered what appeared to be a large steamer, and upon a nearer approach discovered that it was a French man-of-war, fast ashore in the breakers close to Ocracoke Inlet and making signals of distress.

We also saw at the same time two Confederate steamers inside the inlet and in the sound. In the meantime the wind had commenced to blow quite fresh and the sea to roll high; but we continued on, although our own machinery had broken down twice before reaching this point. In consequence of this, the *Ceres* went ahead of us, spoke the steamer, and came back, reporting to us that the vessel was hopelessly ashore, and desired us to lay by all night and help them in the morning. As the weather looked very squally, and it was near night, Lieutenant Lowry ordered the other steamers to return to Hatteras Inlet for their own safety, determining himself to lay by all night with his own vessel, and take off the officers and crew the next morning. This we attempted to do, standing off and on all the time, seeing the flash of their guns every half hour. During this time we were running great risk ourselves, as the wind continued to blow fresher and the sea to run higher all the time: so much so, in fact, that our vessel was at times almost submerged.

We labored on, however, until daylight, when the engineer reported that the machinery was out of order, that the vessel was leaking badly, and that it was absolutely necessary to return to Hatteras, as she could not last much longer in such a sea as then prevailed. Thus, after running much risk, we were reluctantly forced to return to Hatteras Inlet, getting inside only after narrowly escaping striking on the bar. The condition of matters was reported to you, and I would add that we all watched with intense anxiety for an abatement of the wind and sea

sufficient to warrant you in crossing the bar with any degree of safety until the morning of the 7th instant, when we all saw and heard a tremendous explosion, and knew that the French steamer had blown up.

Very respectfully, your obedient servant,

BENJ. MARSHALL,
Acting Assistant Surgeon.

Lieutenant Commanding REED WERDEN,
U. S. S. Stars and Stripes.

Letter from the Secretary of State to the Secretary of the Navy, transmitting letter from the French Minister at Washington, D. C.

DEPARTMENT OF STATE,
Washington, December 10, 1861.

SIR: I have the honor to transmit to you herewith, for your information, the translation of a note of the 2d instant, addressed to this Department by the French minister accredited to this Government, relative to the wreck of the French corvette *Prony*, and to be,

Your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.—Translation.]

LEGATION OF FRANCE TO THE UNITED STATES,
Washington, December 2, 1861.

SIR: I have received the letter you did me the honor to write to me on the 26th of last month, upon transmitting to me the explanations which your Department had voluntarily sought from that of the Navy, on the subject of the shipwreck of his Majesty's corvette *Prony*, and the want of aid on the part of some United States steamers, of which the commander of that vessel had to complain.

I can not, sir, but thank you for the initiative taken by the Government in making enquiry into this affair, and am charmed to learn that the casualties of navigation alone interfered with the kind purposes of the American commanders and prevented them from carrying succor to the *Prony*.

I seize upon this occasion, sir, to renew to you the assurance of my high consideration.

HENRI MERCIER.

Hon. WILLIAM H. SEWARD.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, transmitting information regarding the steamers Fingal and Theodora.

NAVY DEPARTMENT, *November 5, 1861.*

SIR: I herewith enclose and invite your attention to the following papers that have been referred to this Department by the Secretary of State, viz, extract from dispatch addressed to the Secretary of State on the 17th ultimo by the U. S. minister at London, relative to the sailing of the steamer *Fingal*, in company with the bark *Amelia*, with

munitions of war for the insurgents, and extract from a dispatch addressed to the Secretary of State on the 25th ultimo by the U. S. consul at Nassau, New Providence, reporting the continued arrival there of vessels from the blockaded ports and giving some information concerning the rebel steamer *Theodora*.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosures.—Extracts.]

LEGATION OF THE UNITED STATES,
London, October 17, 1861.

SIR: * * * Since the date of my last the steamer *Fingal*, being the second experiment of the kind, has sailed in company with a smaller vessel, the bark *Amelia*, containing cartridges and gunpowder. They are cleared for Honduras, but it is stated by Mr. Cook, lately the vice-consul at Glasgow, in a letter to me, that the captain expressed in private his intention to try the mouth of the Mississippi, and, failing in that, to beach the vessel on the coast, trusting to the means he had to unload her cargo in a very few hours. It appears by the newspapers that the *Fingal* came into collision on Monday night with a Sardinian bark, and sunk her, but there is no account whether she herself received any damage or not.

* * * * * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WM. H. SEWARD,
Secretary of State.

CONSULATE OF THE UNITED STATES OF AMERICA,
Nassau, New Providence, Bahamas, October 25, 1861.

SIR: * * * Vessels continue to arrive from the blockaded ports, and on the 14th ultimo an armed steamer, called the *Theodora*, direct from Charleston, chased the New York Underwriter's schooner, the *H. W. Johnson*, into the very mouth of this harbor.

The steamer was boarded by a secession merchant of this place and he brought ashore the report that the steamer was en route to Havana with a large number of passengers on their way to England.

It is certain that she was well armed, and that her passengers were also well provided with small arms.

The opinion here is that, having heard that the armed schooner *H. W. Johnson* was cruising about the banks, they thought she would be a most desirable prize for their piratical expeditions.

* * * * * * *

I have the honor to be, sir, very respectfully, your obedient servant,

SAML. WHITING,
U. S. Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State, Washington, D. C.

CONSULATE OF THE UNITED STATES,
Nassau, New Providence, October 26, 1861.

SIR: Since writing dispatch No. 32 I have learned from good authority that the so-called steamer *Theodora* is the Charleston packet *Gordon*, lately plying between that port and Fernandina, and the captain, Robert Lockwood, who was pilot of the steamer *Columbia*, which I commanded, sent his respects to me. He commanded the *Gordon* when I was last in Charleston, and the *Theodora* and *Gordon* are undoubtedly one and the same.

* * * * * * *

I have the honor to subscribe myself, sir, your obedient servant,

SAML. WHITING,
Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State, Washington, D. C.

Report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, regarding expedition to Corrotoman Creek, Rappahannock River, transmitting report of Lieutenant Gwin, U. S. Navy.

U. S. S. CAMBRIDGE,
Rappahannock River, November 9, 1861.

SIR: I have the honor to report that on the 6th instant I ordered a detachment of thirty men from this vessel, under the command of Lieutenant Gwin, assisted by Acting Masters Eldridge and Strong and Midshipman Cushing, to proceed in the U. S. S. *Rescue* to the Corrotoman Creek and capture a schooner reported to me to be loaded with firewood, and, in the event of not succeeding in this, to burn her.

The schooner was found to be hard and fast ashore, and as it was impossible to move her, she was burned in obedience to my orders to this effect, together with a large quantity of firewood piled up on shore.

No resistance was met with till the *Rescue* began to return, when a body of rebel troops, armed with rifles on both sides of the creek, supposed to be about 130 men in number, with a rifled cannon in a masked battery, attacked her, but without effecting much damage to our party. The rebels were concealed by thick underbrush and a house from which they fired.

Acting Master Strong was struck with a spent rifle ball, but not seriously hurt, and no other person was wounded.

The expedition was perfectly successful and the duty performed in a spirited and brilliant manner.

The detachment returned to this vessel about 5 p. m., having been absent on this duty a little more than four hours.

I herewith forward Lieutenant Gwin's report of the affair.

I have also to report that, having been informed by a contraband that there were three companies of rebel troops encamped at the town of Urbana near a large magazine of powder, I proceeded on the 8th instant to that place and endeavored to dislodge them and blow up the magazine with our battery, assisted by the *Rescue*.

After bombarding the encampment for an hour and a half the magazine was perforated several times with our shot and shell, but we were unable to destroy it, the depth of the water not allowing us to approach the enemy nearer than 1½ miles.

The rebels did not reply, except by musketry when a boat from the *Rescue* attempted to approach the shore. There were no casualties in this action on our side.

Since our arrival in this river this vessel has been actively engaged in maintaining the blockade.

Respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. S. CAMBRIDGE,
Rappahannock River, Virginia, November 6, 1861.

SIR: I have the honor to inform you that the expedition under my command, consisting of Acting Masters R. D. Eldridge, F. W. Strong, and Midshipman W. B. Cushing, with thirty men, armed with Sharps rifles, which left this vessel in the U. S. S. *Rescue* for the purpose of bringing out or destroying a schooner some 5 miles up Corrotoman Creek, has returned, having been entirely successful.

Finding it impossible to bring the schooner out, she being hard and fast ashore, I burned her, having previously removed her mainsail, jib, and running rigging, together with some other articles, to the *Rescue*. She proved to be the *Ada* (120 tons), of Baltimore, loaded with wood. We burned also a large quantity of corded wood lying near the schooner, all the property of Captain Pritchard, a notorious rebel. We met with no opposition going up, but on our return, when opposite Mary's Point, the rebels opened fire upon us from a masked battery, one rifled cannon, and with rifles from the bushes on both sides of the creek, and from a large house near the battery. We returned the fire, I think with some effect, with the 32-pounder of the *Rescue* and our Sharps rifles, one of our shells exploding in and nearly destroying the house. Another of our shells exploding in front of the battery, the firing ceased. We rejoined the ship without further molestation. Acting Master Strong was struck by a spent ball, and the canoe on the hurricane deck of the *Rescue* was destroyed by a shot from the battery, being all the damage sustained on our side. Our officers and men behaved gallantly, as also the officers and men of the *Rescue*. Much praise is due Pilot Seward for his management of the vessel during the afternoon, the channel being very narrow and tortuous at the place where we were attacked, not over 5 feet wide.

Very respectfully, your obedient servant,

WM. GWIN,
Lieutenant, U. S. Navy.

Commander W. A. PARKER,
U. S. S. Cambridge, Rappahannock River.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the movements of vessels.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 6, 1861.

SIR: I have the honor to inform the Department that the *Brandywine* arrived here on the 29th ultimo, and that the *Roanoke* arrived here on the 1st instant in a disabled condition.

If notices from me to the Department of the arrival of these vessels at this place have not reached there, the fault must be with the mail.

The *Ellen* and *Whitehall* both put in here from Philadelphia to report to Flag-Officer Du Pont. The former, after repairing some slight damages and procuring a few necessary articles, put to sea again for the south, with the *O. M. Pettit* in company. The latter, the *Whitehall*, put to sea yesterday, but back again to-day, owing to a heavy wind and sea which she experienced, and which still prevails. Her commander reports that she leaks badly and is otherwise in an unsafe condition to go farther. I shall order a survey immediately, and, if practicable, make her proceed to her destination. Ferryboats, I fear, are not likely to get along well on our coast, either at this or any other season of the year. They suffer severely from the seas, even when comparatively moderate in force.

The *Commodore Barney* (formerly *Ethan Allan*) is ordered to Baltimore, with directions to her commander to communicate immediately with Carpenter James McDonnell, No. 68 North Broadway, and corner of Mullikin street, who will have received instructions from Washington concerning her repairs.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the U. S. S. Roanoke.

NAVY DEPARTMENT, *November 6, 1861.*

SIR: The Department approves the recommendation contained in your No. 51, of the 4th instant, to retain the *Roanoke* at Hampton Roads until her crank pin shall be ready for her.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, regarding contrabands.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 6, 1861.

SIR: You are to be very careful that none of the contrabands received on board the blockading vessels in the Rappahannock come from the State of Maryland or any other State not in rebellion.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander WM. A. PARKER,
Commanding U. S. S. Cambridge, off Rappahannock River.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the blocking of inlets with vessels loaded with stone.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 6, 1861.

SIR: If you will refer to my instructions of the 12th ultimo, you will perceive that the inlets mentioned were to be blocked up by placing obstructions over the inner bulkheads—not on the bars, but at the line of meeting of the waters of the sea and of the sound inside the headlands.

Opinions upon the subject had been gathered at Washington before the Department issued its orders, and the result of them was, that where the waters actually met it was not likely that any material change of soundings occurred. Whether this be true or not, it is not my province to determine, nor that of any other officer subordinate to me, simply because we are not required to do so, or, in other words, because our opinions are not asked. What the Department wishes is to have its orders executed, if possible, and nothing more.

I attach, myself, but little consequence to the opinions of pilots, or any other persons who have not had ample opportunities to make minute observations precisely at the line of meeting of the waters above mentioned; for, according to the information furnished by the Coast Survey there, the soundings are not materially interrupted or altered by washings. On the outer bar, of course, it is otherwise, and also on all the other bars where the line of meeting of the waters does not occur. If you can block up at Ocracoke in the way stated, I wish you to do so.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant REED WERDEN,
Commanding Stars and Stripes, Hatteras Inlet.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to the commanding officer of U. S. S. Commodore Barney to proceed with that vessel to Baltimore for repairs.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 6, 1861.

SIR: You will proceed with the vessel under your command to Baltimore, and on your arrival communicate immediately with Mr. James McDonnell, carpenter, U. S. Navy, residing at No. 68 North Broadway, corner of Mullikin street, who will have received instructions from Washington concerning her repairs. Report to me when you are ready to start, as I wish you to touch in at the Rappahannock, to deliver an important letter to the commanding naval officer stationed off its mouth.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

COMMANDING OFFICER U. S. S. ETHAN ALLEN [COMMODORE BARNEY].

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting information regarding steamer Fingal.

NAVY DEPARTMENT, *November 6, 1861.*

SIR: I enclose herewith extracts from dispatch No. 44 of the vice-consul at Liverpool to the Department of State respecting the sailing of the *Fingal* and the movements of other vessels, to which I would call your particular attention.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. CONSULATE,
Liverpool, October 18, 1861.

SIR: You will have been apprised by consul at Glasgow of the sailing on the 10th of the steamer *Fingal* from the Clyde, laden with munitions of war for the rebels and having a number of Southern men on board as passengers.

Captain J. D. Bulloch left here on the 8th and has not been here since. Whether he went in her or not I do not know. I think he went in her from the Clyde, but would leave her at a port in Ireland.

I do hope she will be taken despite her English flag. I heard two Southerners on 'change the other day chuckling at the escape of the *Bermuda*. It appears that Fraser, Trenholm & Co. were apprised of her arrival by telegram and letter by way of Quebec.

On Wednesday a cotton statement, purporting to be from New Orleans, on the 14th of September, was published on 'change, and I learn that it also came by way of Quebec.

One of the firm of W. Watson & Co., who have houses in New York and Philadelphia, yesterday reported a conversation to me which he had heard on an omnibus concerning the blockade, to the effect that the steamers *Malacca* and *Rangoon* were to be laden for the South very shortly; that the Government cruisers were not fast vessels, and by getting inshore, out of range, a fast vessel was sure to get into a port or ashore, and in the latter event the cargo would be saved. I myself know Mr. Sobel, who has the management of these vessels, to have stated that he could get full cargoes for them for Southern ports, and that if but one should succeed in getting in she would pay well for the two. He also stated that he could get them insured at 10 guineas per hundredweight. I know also that he is in communication with the Southern commissioners. I understand he intends shortly to go to the United States to try and sell these steamers and others to the Government, and that he intends going South.

In my last I informed you of the sailing of the *Elfin*, cleared for Lima, with a cargo mostly composed of munitions of war. Since then the *John Peil* has cleared for the same place, having a large quantity of shells, cannon, cartridges, etc. She is 360 tons, ship-rigged, black hull, with yellow strip. Entries were made at the custom-house on the 14th of 160 cases lead shot, 67¼ tons shells, 278 cases, 2 kegs, handspikes, rammers, etc., 1 case percussion caps, 264 casks cartridges, 204

barrels gunpowder, 1 case fuzes, 15¼ tons cannon and accessories, 4 cases sabers, 2 cases copper wire for Lima, and 32 cases, 5 bundles guns, cannon and accessories, and 119 cases shells for Callao. All, I believe, were by the two ships mentioned. The Peruvian consul informs me that the Peruvian Government are buying rifled cannon in England, but believes they are to be shipped from London. The *John Peil* was also dispatched by a South American house.

Thirty barrels gunpowder have been shipped for Jamaica.

Mr. C. Hill, who dispatched the *Cheshire*, mentioned in my last, has entered the ship *Consul* (referred to in my No. 24) to load for Halifax. There is no doubt whatever of her real destination being a Southern port.

William Rose, a native of Maine, who left the United States as ordinary seaman of an American vessel twelve years ago and has been eleven years serving in the British army in India, has applied to me for a passage home. Being satisfied of the truth of his statement, and also that, being a gunner of such experience, he must be a most valuable man and will be willing to enter the Army at home, I shall send him by the steamer *City of New York* for New York on the 23d, at an expense of $40 instead of the usual $10, giving the usual order on the Treasury. I shall give him a letter to deliver to the collector. I enclose his military discharge. He was discharged on the change in the India Government on refusing to reenlist in the Queen's service. He is about 30 years of age, 5 feet 10, and quite healthy.

I am informed that large orders for blankets for the South are being executed in Yorkshire. You would observe by the manifest of the *Cheshire* and *Eliza Bonsall* that bales of blankets formed part of both cargoes.

With high respect, I have the honor to be, your obedient servant,

H. WILDING,
Vice-Consul.

Hon. F. W. SEWARD.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the effects of a gale in Hatteras Inlet.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 7, 1861.

SIR: I have reports from Hatteras Inlet to the 3d instant, stating that a terrible gale of wind has just occurred there, occasioning the loss of a number of the schooners loaded with stone, and great injury to Forts Hatteras and Clark, which are now washing away. They also add that the whole of the coast between the inlet and forts is under water in many places to the depth of 12 feet, and that the troops were preparing to move farther up the coast. Lieutenant Commanding Werden, of the *Stars and Stripes*, who makes these reports, also informs me that at about 3 p. m. of the 2d instant six of the rebel steamers approached the anchorage at Hatteras Inlet from the sound, apparently with the view of attacking our vessels, but after one of them had fired three shots they all retired and were soon out of sight. He adds: "They were far beyond the range of our guns." A succession of bad weather had prevented him from closing up Ocracoke Inlet as directed, but he was to proceed to execute the service as soon as it should prove suitable.

He further adds that General Williams had informed him that the enemy now had a force of 5,000 troops in the neighborhood, and that his intention, as reported, was to reoccupy the inlet.

I get nothing from the commander of the *Underwriter*, Lieutenant Lowry, but the most doleful accounts of her condition, and this has been going on pretty much ever since he joined my command.

I enclose herewith the last received from him through Lieutenant Werden, by which the Department will be able to judge of the state of things concerning her.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Purviance, U. S. Navy, commanding U. S. ship St. Lawrence, of the capture by that vessel of the English schooner Fanny Lee.

U. S. FRIGATE ST. LAWRENCE,
Off St. Simon's Island, November 7, 1861.

SIR: I have sent to Philadelphia the English schooner *Fanny Lee*, commanded by J. G. Fritszinger, under charge of Acting Master J. W. Bogert, captured after a few hours out from Darien, Ga., with a cargo of rice and tobacco, bound to Nassau, New Providence.

I herewith transmit to you a list of vessels boarded, spoken, and captured by this ship.

Very respectfully, your obedient servant,

H. Y. PURVIANCE,
Captain.

Flag-Officer L. M. GOLDSBOROUGH,
Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting report of board of survey on U. S. S. Whitehall.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 7, 1861.

SIR: I have the honor to enclose to you herewith the report of a board of officers in the case of the *Whitehall*, about which vessel I wrote you yesterday, and I beg to ask if, notwithstanding its import, I shall send the vessel south? Her commander, Francis P. Allen, is an old and respectable shipmaster out of New York, and he declares to me that she is utterly unfit to contend with even a moderate gale at sea, and that neither himself nor anyone else on board ever expected to be called upon to go beyond this place in her. In coming from New York here she had, it seems, to put into Philadelphia for some repairs, and so, too, with the *Ellen*, of similar character, which vessel I fear, judging from the weather that has prevailed since her departure, has not yet got much beyond Hatteras Inlet.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 7, 1861.

SIR: In compliance with your order of the 6th instant, we have examined the steam ferryboat *Whitehall*, and do not find that she has sustained any perceptible injury in her passage from New York. But we do not consider her seaworthy, particularly at this season of the year. The guards which form part of the deck have no security except the ordinary guard-beam knees outside, there being only four knees inside, two under each wheel beam. Any considerable swell, which she is liable to encounter at any time, will inevitably tear it away and endanger the lives of all on board.

We have the honor to be, very respectfully, your obedient servants,

G. J. VAN BRUNT,
Captain U. S. S. Minnesota.
S. F. HAZARD,
Commander, U. S. Navy.
A. LUDLOW CASE,
Commander, U. S. Navy.
EBZR. THOMPSON,
Carpenter, U. S. Navy.
H. M. GRIFFITHS,
Acting Carpenter, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Squadron.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the U. S. S. Whitehall.

NAVY DEPARTMENT, *November 9, 1861.*

SIR: I have received your dispatch, No. 59, enclosing report of survey on the *Whitehall*.

If it meets your judgment the *Connecticut* might be directed to tow the *Whitehall* to Flag-Officer Du Pont.

These small vessels are of the utmost importance in the South Carolina internal waters, and all of them might be towed down if thought best.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the blocking of Ocracoke Inlet with vessels loaded with stone.

U. S. S. STARS AND STRIPES,
Hatteras Inlet, November 8, 1861.

SIR: I have received your communication of the 6th instant, in which I am referred to your orders of the 12th ultimo in reference to the blocking up of the inlet.

I have been doing my best to accomplish the duty you have assigned to me, but as yet it has not been possible to accomplish anything.

I am, very respectfully, your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the loyal inhabitants of Chincoteague Island.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 9, 1861.

SIR: I had the honor of addressing you some time since concerning the inhabitants of the island of Chincoteague. They are all thoroughly loyal, and of this there can be no doubt.

A number of them volunteered recently to serve under Lieutenant Murray, of the *Louisiana*, as a part of his expedition to destroy three vessels in Accomac, and they did so serve. These poor people, 800 in number, have to depend mainly upon supplying Philadelphia and New York with oysters for their subsistence.

They pray to be allowed to continue this occupation under any restrictions the Government may impose, and they tell me that unless they can secure this privilege they must either abandon their homes or starve. May I extend it to them? I feel confident that I can manage the matter so as not to prove detrimental to the public interests and at the same time be beneficial in a high degree to the indigent supplicants. They have all taken the oath of allegiance. It was administered to them by Lieutenant Commanding Murray.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Flay-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to extend protection to the inhabitants of Chincoteague Island.

NAVY DEPARTMENT, *November 12, 1861.*

SIR: Your No. 61, in relation to the inhabitants of Chincoteague, has been received.

The Secretary of the Treasury informs me that he extends the privilege of traffic, etc., to these people, and encouragement and protection may be given to the loyal inhabitants, as indicated in your dispatch.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, regarding a wrecked steamer on Bogue Island, and the condition of the blockade.

U. S. S. ALBATROSS,
Hampton Roads, November 9, 1861.

SIR: I have the honor to report that on the 6th instant, while on my way to examine Bogue Inlet, I discovered a steamer on shore on Bogue Island [banks], about 20 miles west of Beaufort. Flags of truce were raised by people on shore, but the surf was so heavy I found it impossible to land. I could see, however, she was an iron side wheel steamer, painted black, broken entirely in two. On the 7th, the sea being smooth, I sent a boat on shore, which was met by a captain and lieutenant of the Confederate Army. They stated the vessel was either the *Star of the Union* or *Star of the South* (they did not know which), loaded with horses, provisions, and hay; that there were eighty men on board, who escaped, were taken prisoners, and sent to Beaufort and Raleigh; that the vessel was leaking badly and was run on shore purposely by the captain on the night of the 1st of November. The vessel was a perfect wreck, her boiler and main shaft under water, and the beach near her strewed with pressed hay, barrels, and dead horses. They also informed me that the *Winfield Scott* was in company with her, was leaking badly, and had probably foundered; that they had received information of two steamers ashore below Cape Hatteras and two off Charleston, S. C., and that thirty vessels of the expedition had arrived off Georgetown, S. C. Several hundred Confederate troops are encamped near the wreck, behind the bank.

On the 5th I chased and brought to, off Cape Lookout Shoals, the steamer *Belvedere*. The captain informed me that he sailed with the expedition, the only order he received being to keep south; that he had proceeded as far as 33°, had parted company, was in a leaky state, and was making his way to Hatteras Inlet. I offered assistance; he replied he needed none. I then gave him the bearings and distance to Hatteras Inlet. He was running at this time at the rate of about 8 knots. The weather was pleasant and he could have made Charleston Bar in about twenty-four hours.

No vessel has left or entered Beaufort since I have been on the station, but there is not force enough to insure a perfect blockade.

I am, very respectfully, your obedient servant,

GEO. A. PRENTISS,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the return to Hampton Roads, in distress, of U. S. S. Commodore Perry.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 9, 1861.

SIR: Another one of the ferryboats, the *Commodore Perry*, has put back here in distress, with her deck all started up, guards started, wheelhouse stove in, loss of boats, davits, rails, etc.

The disaster occurred between Cape Hatteras and Bull's Bay [S. C.] during a heavy gale of wind from S. E. to W. S. W., on last Friday and

Saturday, the 1st and 2d instant. On the 1st she parted with the *Mayflower*, which vessel then had her colors union down. The captain of the *Commodore Perry* thinks that the *Mayflower* must have gone down, or else on shore on the coast of North Carolina. The *Commodore Perry*, on proceeding here, put into Hatteras Inlet, and there remained for three days. She left there yesterday, and states that neither the *Ellen* nor the *O. M. Pettit* had got beyond that place, for both were there at anchor, weather-bound. Shall I send the *Commodore Perry* to Baltimore to be repaired?

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to proceed to duty off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 9, 1861.

SIR: You will proceed off Wilmington, N. C., with the *Monticello*, and, on your arrival there, report yourself to Commander Charles Green for duty in the blockade of that port.

A memorandam of vessels which have sailed, or are about sailing, from England and the British provinces with the intention of violating the blockade is herewith furnished you. You will please give a copy of it to the cruisers you may meet.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding D. L. BRAINE,
Commanding U. S. S. Monticello, Hampton Roads.

Report of Commander Livingston, U. S. Navy, commanding U. S. ship Cumberland, regarding two pungies discovered in James River.

U. S. SHIP CUMBERLAND,
Newport News, November 10, 1861.

SIR: At daylight this morning my guard boat discovered two pungies coming down James River, about 2 miles above this anchorage, a white flag flying in their rigging. Our boat took them in tow and brought them alongside. I found they were in possession of four white men, who stated that they were last from Warwick, a few miles up the river; that they had been fishing for months past in various places on the river, supplying Norfolk and Richmond. The latter place they were at a few days since, and they now wish to go to Baltimore. They have passes from Confederate officers, which I herewith enclose.

I send them in charge of an officer, to await your further orders.

I am, sir, respectfully, your obedient servant,

J. W. LIVINGSTON,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the inefficient condition of the blockade.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 10, 1861.

SIR: The *Young Rover* and *Albatross* both arrived here in the course of yesterday, in want of supplies and repairs, the former from off Wilmington and the latter from off Beaufort, N. C.

At this moment there are but two sailing vessels off each of those ports, but I hope to get the *Monticello* away in the course of the day for Wilmington. I am sadly off for efficient steamers to maintain the blockade of the various places within the limits of my command, especially such as can go outside and keep the sea at this season of the year. Sailing vessels, to exclude steamers like the *Fingal*, are not reliable.

The *Cambridge* I was compelled to send temporarily off the Rappahannock. I want her to go off Beaufort as soon as she can be relieved. Her condition, however, is anything but good—bowsprit gone, leaking badly, and decidedly tender of hull throughout.

The *Louisiana* and *Daylight*, the former now off Chincoteague and the latter now off the entrance of the Chesapeake, are both almost entirely done up, and greatly need extensive repairs. Neither of these stations can be left unoccupied with impunity. The tug *Lockwood's* boiler is in such a state as to render her next to useless. I can now only use her on guard service at night. As soon as the *Young America* returns, I shall have to send the *Lockwood* to Baltimore.

I had hoped ere this to have had the *Quaker City*, *De Soto*, and some of the new gunboats for outside work, and the *Hetzel*, *Dawn*, and *Mount Vernon* for inside service, but none have yet appeared.

Should the Department conclude not to send the ferryboats far away from the Chesapeake, I could, I think, turn them to account by sending one to Chincoteague to relieve the *Louisiana*, and the rest to Hatteras Inlet. If the *Dawn* is not to be forthcoming, I might, perhaps, occupy one of them to advantage at the mouth of York River.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.-Another report received to-day from Hatteras Inlet represents the *Underwriter's* condition to be as bad as possible for her to float. It is dated the 7th instant; Lieutenant Werden informs [me] that on the morning of the 5th it was reported to him that two steamers of the enemy were in sight outside of the inlet to the southward, but on dispatching the steamers *Underwriter*, *Putnam*, *Ceres*, ferryboat *Ellen*, and tug *O. M. Pettit* to capture them, they did not discover the enemy, but instead the French side-wheel steamer-of-war *Catinat* [*Prony*] ashore inside the breakers on the bar at Ocracoke.* They could not, it seems render her any assistance. A terrific explosion with a vast column of, smoke was heard and seen about 3 p. m. of the 7th, in the direction of Ocracoke, and Lieutenant Werden supposes that it was occasioned by the blowing up of the French steamer, done, doubtless, intentionally. As he says nothing further about the two steamers of the enemy being outside, I take it that the report he received was a mistake.

L. M. G.

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* See pp. 397–405.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, regarding movements of vessels.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 10, 1861.

SIR: On the arrival of the *Mount Vernon*, off the Rappahannock, I will thank you to inform Commander Glisson that I wish him to proceed here with her without a moment's delay; and on the arrival of the *Valley City* thereat, I wish the *Rescue* to come here.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander WM. A. PARKER,
Commanding U. S. S. Cambridge, off the River Rappahannock.

General instructions issued by Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 10, 1861.

The following general instructions are to be strictly observed by all concerned under my command:

1st. Every commanding officer is to keep his vessel at all times in the most perfect condition for service that may be practicable, employing for the purpose the artificers and other men belonging to her, who, if deemed necessary, will be aided by others detailed under competent authority.

2d. When practicable, the vessels of the squadron will be inspected by me once a quarter, or oftener, if necessary, with the view of ascertaining that all proper attention is paid to order, discipline, efficiency, and cleanliness, and that the laws and instructions in force are properly carried out. In these particulars it is expected that the flagship will be maintained by her captain as an example to the rest.

3d. Every commanding officer is to take the greatest care of the stores on board of his vessel, and to practice the utmost economy in their expenditure. He is not to apply for survey upon articles until they are properly reported unfit for use. Those which may be found unfit for one purpose are to be applied to any other for which they will answer.

4th. Unless a vessel of the squadron be separated from the flagship, all requisitions for her supplies must receive my approval before the articles called for can be furnished; and when so separated, they must be approved by the senior officer present before the articles can be obtained, and copies of them are to be transmitted to me by the earliest opportunity. In all cases, the approving officer is to satisfy himself that the articles and quantities required are necessary for the public service, and conformable to established allowances. A copy of every bill for purchases made abroad is to be forwarded by the first opportunity to the proper bureau, with a statement of the reasons which rendered the purchase necessary.

5th. All reports, returns, and requisitions from vessels belonging to the squadron must first be submitted to their respective commanding officers, and receive their official written notice before being sent to me, or, in my absence, to a senior officer present.

6th. Quarterly reports are to be made to me from each vessel of the squadron of the number and rates of her officers and crew, also of all articles received, expended, and remaining on hand in charge of the yeoman or forward officers; and of all money received, expended, and remaining on hand, in charge of the paymaster.

7th. All bimensal and other returns required by the Navy Department are to be made as prescribed, and submitted to me for examination and transmission.

8th. No alteration in any vessel under my command is to be made without first referring the subject to me for approval, except in a case of pressing emergency, and then I am to be given the earliest information with regard to it.

9th. The vessels of the squadron will be exercised by my orders, when circumstances will admit, in performing the various evolutions essential to order and safety, and particularly those necessary or useful in presence of an enemy.

10th. When practicable, the boats of every vessel of the squadron are to be frequently exercised in the evolutions of landing and embarking men and in those of attacking and boarding the vessels of an enemy. The boats of all vessels present will be assembled, manned and armed, and inspected, by my orders, from time to time.

11th. Until further instructions be given, no officer or man is to absent himself from the vessel to which he belongs after sunset.

12th. A vessel about leaving her station to return to one of our own ports is to transfer to any other vessel or vessels present that may be in want of them all provisions and stores not necessary for her passage to the place she is bound, and take proper receipts in triplicate for the same.

13th. The captain or commanding officer of the flagship is to be particularly careful to conform strictly to all orders he may receive from me respecting the management of his vessel, the sail to be carried when at sea, and all matters which may either regulate or influence the movements of the other vessels of the squadron. All my orders which may relate to the flagship will be communicated immediately to her commanding officer, unless the emergency of the case should require an order to be given directly to the officer of the deck, in which event the commanding officer of the vessel is to be immediately notified by him.

14th. In port, with any other vessel or vessels of the Navy present, no evolution is to be performed on board the flagship likely to lead to a following of motions without my authority, nor is any general signal to be made except by authority from me.

15th. All signals made by any vessels of the squadron, whether communicative, interrogative, permissive, or in reply to interrogatories, are to be immediately made known to me, and my directions are to be received with regard to them.

16th. The arrival and departure of all public vessels are to be promptly reported to me; and also the arrival and departure of all merchant vessels pending the existing blockade.

17th. Commanding officers are enjoined to guard against collisions, both at sea and in port. On being off Fort Monroe, they are, until further orders, to keep their vessels constantly ready to move at short notice. With this view the fires of steamers remaining at anchor are to be kept banked day and night, and they are not to be drawn, unless absolutely necessary, without my permission. All will be on the alert to detect movements of the enemy and to prevent all merchant vessels

from going farther in the direction of Norfolk than a quarter of a mile above the anchorage; no merchant vessel is to be allowed to remain at anchor materially above the other vessels in the roads.

18th. All merchant vessels arriving at Hampton Roads are to be interrogated by the flagship, if present; if not, by the vessel of the senior officer present, and made to bring their papers on board for examination and retention until ready to depart.

19th. Commanders of vessels of the squadron are to discharge from their ships invalids unfit for further service, upon survey by their medical officers, whenever an opportunity offers by the supply vessels for transporting them to the north of this place. This authority, however, will be exercised only in the absence of vessels from the flagship.

20th. Commanders of vessels of the squadron are to furnish me with a tabular statement (weekly) of each and every vessel spoken and boarded, with date, name, name of captain, nationality, position, cargo, where from, where bound, and such other remarks as may be deemed necessary. They will take care to examine the character of every vessel within reach.

21st. Vessels seized are not to be sent to Hampton Roads, but to either Philadelphia, New York, or Boston. I must be informed as early as practicable of all seizures made and of the circumstances attending them. All letters, papers, and documents found on board a vessel at the time of seizure must be carefully done up and sent to the district judge of the United States for the port to which she is ordered, or to the prize commissioners thereat by her prize master, who is to verify them as having been taken from such vessel, in the form of an affidavit; and the master, mate, supercargo (if there be one), and two or more of the seamen attached to the captured vessel, must be produced to the prize commissioners as the only witnesses required or even allowed in the case.

22d. Until further orders be given, requisitions for money are to be made upon the paymaster of this ship.

L. M. GOLDSBOROUGH,
Flag-Officer.

[Endorsement.]

I beg to transmit a copy of these general instructions to the Navy Department, as cases may arise when it would be convenient to consult them without delay.

Most respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

NOVEMBER 10, 1861.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, suggesting means to secure command of the sounds of North Carolina and capture Roanoke Island.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 11, 1861.

SIR: It strikes me that we should command the waters of Pamlico Sound, and this may, I think, be easily accomplished if I can be given a few suitable vessels in addition to those already at Hatteras Inlet. The enemy now have seven or eight small but well-armed steamers on those waters, and these I propose to attack and subdue, or at any rate

to drive into such a position that they can no longer threaten or annoy us at Hatteras Inlet. This done, something further may be attempted in the way of driving the enemy away from Roanoke Island by a combined attack on the part of the Army and Navy, ascending Albemarle Sound, destroying the lock or locks thereabouts of the canal between it and Norfolk, and thus effectually cutting off all inland communication by vessels between the two places. But with only the waters of Pamlico Sound in our full and undisputed possession, the enemy would then scarcely again venture to send troops from Roanoke Island over to the seacoast about Cape Hatteras or the inlet, more especially if a small battery were erected at the cape with a few men to hold it, supported by a suitable vessel lying at all times on its outside under protection of the shoals from weather, which I am assured by the very best authority is perfectly practicable. Then the light-house could be kept in play without fear of interruption. Besides the *Stars and Stripes*, which is too large for work in the sound, I have now only the *Underwriter*, *Putnam*, and *Ceres* at Hatteras Inlet, and the first of these three, I fear, draws rather too much water to get over the bulkhead. The Coast Survey steamer *Corwin*, armed and well commanded, is also there, and she, I suppose, might be put under my orders. With half a dozen more suitable vessels we could make sure work of the operation.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, approving suggestions.

NAVY DEPARTMENT, *November 18, 1861.*

SIR: I have received your No. 67 of the 11th instant on the subject of holding command of the waters of Pamlico Sound.

Your suggestions meet with my cordial approval, and I am desirous that they should be carried into effect.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding reported burning of a schooner in the Rappahannock River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 11, 1861.

SIR: As the medical officer of the *Albatross* has had his resignation accepted and is to leave the vessel immediately, I have the honor to request that another one may be sent to her in his stead. She can not possibly be got ready to leave here before next Thursday or Friday, if, indeed, by that time.

The *Dawn*, with the sloop from Washington in tow, arrived here this afternoon. I shall send her off the Rappahannock to-morrow.

I have received no official accounts of the burning of a large schooner in the Rappahannock by the *Rescue*, although I observe a notice of the kind in the newspapers of to-day. It was only yesterday that the *Philadelphia* took Lieutenant Miller from this to the Rappahannock and put him on board the *Rescue* to go up the river some 30 or 40 miles to join the *Cambridge*. She returned last night, but brought me no tidings whatever of the event in view. Still it is possible that the story may be true.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the lack of information relative to the burning of schooner in the Rappahannock River.

NAVY DEPARTMENT, *November 15, 1861.*

SIR: Your No. 68, dated the 11th instant, has been received.

Referring to that part of it relating to the burning of a schooner* in the Rappahannock by the *Rescue*, the Department has received no report of the occurrence. If the circumstance is true, as published, the officer should be censured for affording information to the public press instead of his commanding officer.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the affairs of his command.

NAVY DEPARTMENT, *November 11, 1861.*

DEAR SIR: I have your two notes† of the 9th. What do you think of getting one of the transports like the *Baltic* to tow down the ferryboats? I do not feel like giving it up; they are indispensable in the creeks around Port Royal. Send any that want repairs to Baltimore. The Department has given no orders about the *Valley City*, *Daylight*, or *Mount Vernon*, and, of course, would not, except on an emergency, of which you would be immediately notified. Please make a memorandum in pencil when your letters are mailed, as they are two and three days reaching you. This goes in to-day and should reach you Tuesday morning; if it does not, please send me the envelope.

I will ask you to come up so soon as our model is all ready, which will be in two or three days. In regard to dispatch 61, the Government, I know, would be glad to have you doing all in your power for

*See pp. 407, 408. †Not found.

those Chincoteague people, and if it ever becomes a national remonstrance from any power we can apologize for you.

Yours, respectfully,

G. V. Fox.

Flag-Officer L. M. Goldsborough.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the tugs for the South Atlantic Blockading Squadron.

Navy Department, *November 12, 1861.*

Sir: Arrangements will be made to tow the tugs down the coast to the southern squadron, and, with their guns and stores on board the towing vessel, it is hoped they can be made to reach where their presence is indispensable.

Whatever is necessary to increase the facilities of the shop for repairs at Old Point will be furnished you.

Two or more of those ferryboats belonging to Flag-Officer Du Pont's squadron are not coppered; send them to Baltimore to be coppered.

The *Quaker City* at New York and the *State of Georgia* at Philadelphia are preparing for your squadron.

I am, respectfully, etc.,

Gideon Welles.

Flag-Officer L. M. Goldsborough,
Comdg. North Atlantic Squadron, Hampton Roads, Virginia.

Report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, giving his reasons for the return to Hampton Roads of the U. S. S. Rescue.

U. S. S. Cambridge,
Rappahannock River, November 12, 1861.

Sir: I have directed the steam tug *Rescue* to return to Hampton Roads without waiting longer the arrival of the *Valley City*, for the following reasons, viz:

1st. There is a large number of contrabands on board, who are rapidly consuming the provisions of this vessel, and it is very inconvenient to keep them here any longer, most of them being dirty, ragged, and lousy.

2d. Since the arrival of Lieutenant Miller, the number of officers has been increased beyond the complement allowed for this vessel and the quarters have become too crowded. I therefore think it necessary to send Lieutenant Gwin to report to you, as he has received notice from the Bureau of Detail that he has been detached and ordered to the *Perry*.

3d. The contrabands who have come on board have reported to me that the enemy are engaged in erecting batteries at various points on the river. I have occasionally thrown a few shells at the points indicated, but have obtained no response thus far. I would be happy to learn from you whether the policy which I have followed, of harassing and distressing the enemy by all the legitimate means in my power, meets with your approbation.

Since the arrival of this vessel, the trade and navigation of this river have been entirely broken up and suppressed for at least 30 miles up from the mouth.

I have also to report that while bombarding an encampment of rebel soldiers near the town of Urbana the Schenkle rifled gun was split for the distance of 10 inches from the muzzle. The caliber of this gun is $4\frac{9}{16}$ inches; weight of projectile, 19 pounds. The crack is so slight that the gun can still be used on an emergency. I am unable to account for the cause of this fracture.

The *Rescue* has proved a very useful and efficient vessel in assisting to maintain the blockade, and I beg leave to recommend to your favorable notice the commanding officer, Haines.

Respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. U. S. Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the departure of vessels for the South Atlantic Squadron.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 12, 1861.

SIR: The *Connecticut* arrived here yesterday and left again early this morning for the south. She took the *Whitehall* in tow and the *Shawsheen* in company, with directions to get them to Flag-Officer Du Pont's squadron if possible. I hope she may be successful, but I fear otherwise. If, however, either has to put back, Hatteras Inlet may afford a refuge; and even if either has to be abandoned while with the *Connecticut*, she can receive the crew on board. Fortunately, to-day the weather is very propitious.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Clary, U. S. Navy, commanding U. S. S. Dawn, to proceed to blockade duty off the Rappahannock River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 12, 1861.

SIR: You will proceed off the Rappahannock with the U. S. S. *Dawn* under your command, for the purpose of blockading that river. On your arrival there you will report yourself to Commander W. A. Parker, commanding U. S. S. *Cambridge*, and receive his instructions. Inform Commander Parker that on the arrival of the *Valley City* from Baltimore off the Rappahannock I wish him to return here immediately with the *Cambridge*, giving to you previously all the unexecuted orders he may have received and all the information in his power about blockading thereat.

A copy of my general instructions, with copies of orders in relation to contrabands, etc., are herewith furnished you.

I still wish the *Mount Vernon* to proceed here without delay, and, should she appear off the Rappahannock, I will thank you to inform her commander accordingly. I also want the *Rescue* sent here as soon as the *Valley City* reaches the Rappahannock.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding ALBERT G. CLARY,
Commanding U. S. S. Dawn, Hampton Roads.

Form of letter of instructions to prize masters.

U. S. S. ————————,
Off ————————, ————————, *186—.*

SIR: Proceed with the ———, under your charge, to the port of———, and there deliver her, together with the accompanying papers (which are all that were found on board), and the persons retained as witnesses, to the judge of the U. S. district court or to the U. S. prize commissioners at that place, taking his or their receipt for the same. You will not deliver either her, the papers, or the witnesses to the order of any other person or parties unless directed to act otherwise by the Navy Department or the flag-officer commanding the squadron.

The ——— was seized by this vessel, under my command, on the ——— day of———, 186—, off this port, for violating the rules governing the blockade at present instituted by the United States; and of the circumstances attending the case you are sufficiently aware, and will communicate them when required to do so by competent authority.

On your arrival at ———, and immediately after you have visited the judge or prize commissioners, you will call upon the U. S. district attorney thereat, show him these instructions, and give him any information concerning the seizure he may solicit. Then you will next report yourself in person to the commanding officer of the navy yard thereat, show him also these instructions, and ask his direction, when needed, as to the disposition of yourself and the rest constituting the prize crew. Finally, when duly notified by the judge, prize commissioners, or district attorney that your services are no longer wanted by the court, you will at once return to this ship, via Hampton Roads, bringing with you the men under your command and the receipt above alluded to, unless otherwise ordered by superior authority.

You will receive herewith a communication for the flag-officer, giving him a detailed account of the seizure. This you will mail immediately on your arrival at ———.

Very respectfully, your obedient servant,

————————————,
Commanding U. S. S. ————————.

To ————————————.

[Endorsement.]

I have found it indispensable to frame the within form of a letter of instructions to prize masters, with several copies of which each commander of a cruiser is to be furnished. As it may be well for the

Department to have a copy at hand for reference, I have the honor to forward this one.

Most respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

NOVEMBER 12, 1861.

Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, of the arrival off Wilmington, N. C., of the U. S. bark Amanda.

U. S. SHIP JAMESTOWN,
Off Wilmington, N. C., November 13, 1861.

SIR: I have to inform you of the arrival of the U. S. bark *Amanda*, [Acting Volunteer] Lieutenant Goodwin in command, on the 8th instant. I have but little to communicate. Some pieces of the wreck of a steamer have been met by this ship and the *Amanda*. A portion of a wheelhouse and a door painted white, also part of an upper cabin, a piece of which I send by the *Rhode Island*. Some barrels and the body of a cow were likewise seen. The officers and crew are in good health. The departure of Lieutenant Harrison leaves this ship short of her full complement 1 lieutenant, 1 acting master, and 2 mates.

I have the honor to be, very respectfully, etc.,

CHARLES GREEN,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the return to Hampton Roads, in a disabled condition, of U. S. steamers Whitehall and Shawsheen.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 13, 1861.

SIR: Since informing you yesterday of the departure of the *Whitehall* and *Shawsheen* under charge of the *Connecticut*, both have put back in a disabled condition, the *Whitehall* with her guards started adrift from the clamps fore and aft, the iron braces under guards drawn completely through the deck, and the braces in engine room, together with the blower and fan, all started away from their original position; and the *Shawsheen* with her guards also adrift from the clamps, fore and aft, and a portion of her deck forward started from the beams. These reports of their condition are the result of a survey of naval carpenters. Neither vessel can now be properly repaired here. I await your orders concerning them. It is very clear to my mind that craft of the sort can not keep the sea.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Allen, U. S. Navy, commanding U. S. S. Whitehall, to proceed with that vessel to Baltimore for repairs.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 13, 1861.

SIR: You will proceed immediately to Baltimore with the vessel under your command, and on your arrival there inform Carpenter James McDonnell, U. S. Navy, residing at 68 North Broadway street, that the vessel has been sent there to be repaired, and coppered if necessary.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master F. P. ALLEN,
Commanding U. S. S. Whitehall.

(Similar letter to commanding officer U. S. S. *Commodore Perry.*)

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding preparations for blocking Ocracoke Inlet with vessels loaded with stone.

U. S. S. STARS AND STRIPES,
Hatteras Inlet, November 13, 1861.

SIR: Since my last communication of the 8th instant I have been occupied buoying out the main channel to the inlet made by the late gale, collecting the scattered schooners, and preparing to start to Ocracoke Inlet.

The rebel steamer *Curlew*, Captain T. T. Hunter commanding, was off here last evening.

I am, respectfully, your obedient servant,

R. WERDEN.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, transmitting reports regarding the blocking of Ocracoke Inlet with vessels loaded with stone, November 14, 1861.

U. S. S. STARS AND STRIPES,
Hatteras Inlet, November 17, 1861.

SIR: I have the honor to report to you that on the 14th instant I proceeded with this vessel, the *Underwriter*, *General Putnam*, and *Ceres*, and all the schooners at my command, and blocked up the inlet at Ocracoke at the point designated in your instructions. In my attempts to cross the bar I struck twice heavily and was unable to enter the inlet.

I enclose the report of Lieutenant Commanding Jeffers, who executed this service in obedience to my orders; also a letter addressed to me by Lieutenant Commanding T. S. Phelps, commanding U. S. Coast Survey steamer *Corwin*.

I am, respectfully, your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

[Enclosures.]

U. S. S. UNDERWRITER,
Hatteras Inlet, November 15, 1861.

SIR: In obedience to your instructions I yesterday entered Ocracoke Inlet, accompanied by the towboats *Ceres* and *Putnam*, and at slack water sunk the three schooners athwart the channel in 9 feet water at the precise spot indicated by you. The vessels are chained together, bow and stern, and for the present seriously impede navigation. But, from my knowledge of this and similar sounds, I am satisfied that in a short time another channel will be found. All experience shows that, on the interior bulkhead, although the channels frequently change, yet the depth remains constant, varied only by a great storm, after which the channel fills up or cuts out to the normal depth.

At this time there are 14 feet on the outer bar, and little difficulty is experienced by large vessels in entering, and, after lightening a portion of their cargoes, in passing the bulkhead.

The fort built by the rebels on Beacon Island remains uninjured, except in the destruction of the magazine and gun platforms burned by ourselves. It is an important point for us to occupy, and can be held by 250 men, assisted by a small steamer, against any force that can be brought against it. The water being very shallow in its vicinity and the island too distant from the land to be bombarded, it can only be taken by a direct assault from boats.

Very respectfully, your obedient servant,

WILLIAM N. JEFFERS,
Lieutenant, Commanding.

Lieutenant Commanding REED WERDEN,
Senior Officer.

U. S. S. CORWIN,
Hatteras Inlet, November 10, 1861.

DEAR SIR: In regard to blocking up the harbor of Ocracoke, N. C., with the schooners at your disposal, I will state that, in my judgment (after carefully studying the chart), the only way to accomplish the object in view is to sink the vessels between the two points forming the inlet. By shutting up this passage you effectually close the harbor and prevent the ingress or egress of privateers and rebel vessels generally, whereas by closing the channel above Beacon Island you merely do it temporarily, for in a few days the waters will force a passage elsewhere, and at the same time the harbor is open for vessels running the blockade, where they can secure a safe anchorage and land their wares at Portsmouth to find a safe transit into the interior. I would recommend that previous to sinking the schooners their masts be cut away.

New and Loggerhead inlets I believe to be effectually closed.

Oregon Inlet can be closed either from the in or out side and to accomplish which you will require your entire force, as there are five rebel steamers on the sound, and some of them carrying much heavier guns than any in your flotilla. If the attempt is made from the outside both steamers and schooners will require to draw less than 7 feet of water, as I understand from good authority that there is not over 7 feet on the bar. The remarks in regard to Oregon Inlet are based on the

supposition that there are no guns mounted on the large fort on the south side of the inlet.

I am, respectfully, etc.,

T. S. PHELPS,
Lieut., U. S. Navy, Comdg. Coast Survey Steamer Corwin.

Lieutenant Commanding REED WERDEN, U. S. Navy,
Commanding U. S. Naval Forces at Hatteras Inlet, N. C.

[Endorsement.]

I beg to transmit these letters to the Department. They refer to the blocking up of Ocracoke Inlet, which work, I am happy to say, has at length been accomplished.

Most respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

NOVEMBER 20, 1861.

Letter from the Secretary of the Treasury to the Secretary of the Navy, transmitting report of an attack in Hatteras Inlet by the C. S. S. Curlew upon the U. S. S. Corwin, November 14, 1861.

TREASURY DEPARTMENT, *November 22, 1861.*

SIR: I have the honor to transmit herewith a copy of a letter forwarded to this Department by the Superintendent of the Coast Survey, received by him from Lieutenant Commanding T. S. Phelps, U. S. Navy, commanding Coast Survey steamer *Corwin*, employed in surveying Hatteras Inlet, giving an account of an attack by the rebel steamer *Curlew* and of her repulse.

I am, very respectfully, your obedient servant,

S. P. CHASE,
Secretary of the Treasury.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. COAST SURVEY STEAMER CORWIN,
Hatteras Inlet, November 14, 1861.

DEAR SIR: I have to report that about 1 o'clock p. m. this instant, during the absence of the naval force stationed here, the rebel steamer *Curlew*, Captain T. T. Hunter (or a steamer of the same appearance), stood in around the outer bulkhead buoy and opened fire on this vessel with a heavy rifled gun, to which we replied with both of our 6-pounders. Our second shot struck within a few yards of her, when she steamed to the westward about ten minutes and then returned and commenced firing a second time, which was warmly responded to on our part, but on three of our shots either passing into or over her she started ahead, steaming out of range and up the sound.

The rebels' shot fell short, though their range was good; and the greatest distance reached with our projectiles was about 4 nautical miles, made with the last shot, while the enemy were in full retreat. This desirable result was obtained by raising the forward trucks, giving about 25° elevation.

This apparently was the same steamer that appeared off this place on the 28th ultimo, then supposed to be the *Winslow*, but now known to have been the *Curlew*.

I am pleased to inform you that this is the second time our guns have driven away an enemy of superior force, who had it in his power to choose his position (which we were unable to do) from a long range to an easy shooting distance, and it is with peculiar pleasure that I inform you of the gallant bearing and enthusiasm of the officers and crew when ordered to prepare for battle and during the presence of the enemy, who they were conscious possessed a much superior armament, and by his bold approach seemed disposed to close where it would be entirely effective on this vessel and still be beyond the reach of the guns of the forts.

I am, respectfully, your obedient servant,

THOS. S. PHELPS,
Lieutenant, Commanding, U. S. Navy, Assistant Coast Survey.

Professor A. D. BACHE, LL.D.,
Superintendent U. S. Coast Survey.

Letter from the Secretary of the Navy to the Secretary of the Treasury, complimenting the commanding officer of the U. S. S. Corwin on the successful repulse of the C. S. S. Curlew.

NAVY DEPARTMENT, *November 25, 1861.*

SIR: I have the honor to acknowledge the receipt of your letter of the 22d instant, enclosing a copy of a letter addressed to Professor Bache, Superintendent of Coast Survey, by Lieutenant T. S. Phelps, commanding the Coast Survey steamer *Corwin*, employed in surveying Hatteras Inlet.

The Department compliments Lieutenant Phelps and those under his command on their gallant bearing on the occasion of the attack on the *Corwin* by the rebel steamer *Curlew* and on their success in repulsing the enemy under disadvantageous circumstances.

I am, respectfully, etc.,

GIDEON WELLES.

Hon. S. P. CHASE,
Secretary of the Treasury.

Letter from Major-General Dix, U. S. Army, commanding Department of Pennsylvania, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, requesting assistance of a small steamer.

Confidential.] NOVEMBER 14, 1861.

COMMODORE: Our military forces will enter Accomac County from Newtown, Worcester County, on Monday.

Can you send a small steamer to lie off Cherrystone Inlet for a week or ten days? We know that a sloop has gone over to Virginia for a rifled cannon.

I am, respectfully and truly, yours,

JOHN A. DIX,
Major-General.

Commodore L. M. GOLDSBOROUGH,
Commanding Squadron, Fort Monroe.

Letter from Major-General Wool, U. S. Army, commanding Department of Virginia, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the rumored presence of the enemy on Windmill Point.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., November 14, 1861.

MY DEAR SIR: It is reported to me that there are at the north point of York River, at the entrance to the Chesapeake Bay, 5,000 or 6,000 men. The point on some of the maps is called Windmill Point. I have no confidence in the report, although I believe the point is occupied by perhaps 1,000. If convenient, I would be much obliged if you would send one of your small vessels to ascertain if the point is occupied, and if practicable to ascertain if any defensive works have been erected on the point. It is also reported to me that about 100 small boats came down York River as far as the point on the night before last.

I am, very respectfully, your obedient servant,

JOHN E. WOOL,
Major-General.

L. M. GOLDSBOROUGH,
Flag-Officer.

Order of the Secretary of the Navy to Commander Glisson, U. S. Navy, regarding U. S. S. Mount Vernon.

NAVY DEPARTMENT, *November 14, 1861.*

SIR: Return with the *Mount Vernon* to Hampton Roads.

I am, respectfully, etc.,

GIDEON WELLES.

Commander O. S. GLISSON,
Commanding U. S. S. Mount Vernon, Baltimore, Md.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding vessels sent to Baltimore for repairs.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 14, 1861.

SIR: I sent the ferryboats *Whitehall* and *Commodore Perry* to Baltimore yesterday, both to be repaired, and the latter to be coppered, with directions to inform Carpenter McDonnell of their arrival, who doubtless would have received instructions from Washington concerning them.

There are now three of these ferryboats at Baltimore, to wit, the *Commodore Barney* and the two just mentioned. The *Ellen*, I believe, after being detained at Hatteras Inlet for some time, has started to get South, and the *O. M. Pettit* also. The *Shawsheen*, although seriously damaged, as already reported to you, I have sent up York River, at the urgent request of General Wool, who received intelligence about the enemy requiring the movement without delay. She will be back probably to-morrow. She, in my judgment, never can get South;

utterly unfit for the task. Her guards are almost awash, and in other respects she is very unfit for the sea.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Volunteer Lieutenant Humphrey, U. S. Navy, commanding U. S. S. Young Rover, to proceed to blockade duty off York River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 14, 1861.

SIR: You will proceed off York River with the *Young Rover* and closely blockade it until further orders. It is believed communication is kept up between the towns on the river and the eastern shore of Virginia by small sloops and boats, in which arms, passengers, and mails are conveyed. Your attention is particularly called to this, and you will use every endeavor to prevent it; but you are not to enter the river with a view of attacking any batteries or sending in boat expeditions.

You will inform me at the earliest moment possible of any congregation of troops and boats on the shore, or anything looking like a movement of them across the bay.

We have intelligence of a sloop having gone for a load of rifled guns, which it is hoped you will intercept.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Volunteer Lieutenant JOHN HUMPHREY,
Commanding U. S. S. Young Rover.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding vessels.

NAVY DEPARTMENT, *November 15, 1861.*

SIR: Your No. 71, in relation to the steamers *Shawsheen* and *Whitehall*, has been received. Send those vessels to Baltimore.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Lieutenant Colhoun, U. S. Navy, commanding U. S. S. Shawsheen, of a reconnoissance in York River.

U. S. S. SHAWSHEEN,
Hampton Roads, November 15, 1861.

SIR: In obedience to your order, I arrived off the northern point of York River (New Point Comfort) yesterday at dark, too late to make any discoveries.

I anchored so as to command the entrance to York River and Mobjack Bay, and kept a bright lookout during the night, but saw nothing of the enemy. At daylight I stood close in to the land and along it to the northern point of York River, rounded it, and stood up far enough to be satisfied that there were no forces of the enemy there. I saw no boats nor the sloop you ordered me to keep a lookout for.

I am, very respectfully, your obedient servant,

EDMUND R. COLHOUN,
Acting Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the seizure of two fishing boats in the James River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 15, 1861.

SIR: Two pungies, or boats, descended the James River in company a few days since. One had a white flag flying. On being boarded by a boat from the *Cumberland* four white men were found as their crews, and all, I suppose, were fishermen. Two of them were provided with passes from the insurgent authorities permitting them to supply Richmond, etc., with fish out of the James River, and in this business, it seems, they had been engaged for some time past. They wanted, they said, to get back to their homes in Maryland, and seemed to think, from what I gather, that they had been engaged in an innocent business.

One had quite a large sum of money about him—some 500 and odd dollars—and another had a smaller sum, all of which is in charge of the paymaster of the *Cumberland*. The men are retained on board that ship by my orders as prisoners, and I beg to ask if I may send them to Boston in the *Release*.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Major-General Wool, U. S. Army, commanding Department of Virginia, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding battery at Pocomoke River.

HEADQUARTERS,
Fort Monroe, November 15, 1861.

DEAR SIR: It is reported to me this morning that cannon are being transported to the eastern shore of Maryland. It is thought these cannon are transported from Lynn Haven Bay, and it is said that a battery has been established at Pocomoke River.

Very respectfully, your obedient servant,

JOHN E. WOOL,
Major-General.

L. M. GOLDSBOROUGH,
Flag-Officer.

Letter from Major-General Wool, U. S. Army, commanding Department of Virginia, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the intended departure from Norfolk of steamer prepared for the Confederates.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., November 15, 1861.

SIR: I have reliable information that Poole, formerly employed in the ordnance department at this post, has been preparing a tug steamer which, it is said, is intended to leave from Norfolk this night for Richmond, for the purpose of procuring a crew, not only to man the tug, but for the *Jamestown* and *Yorktown*. If they succeed, they intend to make an attempt to get to sea.

In haste, very respectfully, your obedient servant,

JOHN E. WOOL,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Major-General Wool, U. S. Army, commanding Department of Virginia, regarding the efficiency of the blockade in Chesapeake Bay.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 15, 1861.

SIR: In answer to your communication of yesterday, I send you herewith a copy of a report* just received from an officer whom I dispatched immediately on getting your communication to make a reconnoissance in and about York River.

In reply to your note of to-day, I have to say that I have ordered a vessel to go off York River and guard it carefully until further orders, and another to do the same thing off Cherrystone Inlet.

With two vessels off the Rappahannock, one off York River, the lower Potomac well supplied, and Cherrystone Inlet guarded, it is hardly probable that the enemy can get either men or arms over from the western to the eastern shore of Virginia. Besides the above vessels, I have a steamer guarding the Chesapeake, lying generally between Lynn Haven Bay and the eastern shore of Virginia, but keeping a good lookout in all directions. I can make no better disposition of the force available under my control. I have a letter from General Dix, informing me that a sloop had left the eastern for the western shore of Virginia to procure rifled guns. Every necessary order has been given with regard to her.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General JOHN E. WOOL,
Commanding Department of Virginia, Fort Monroe.

See p. 433.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, urging vigilance against the shipment of men and arms to the eastern shore of Virginia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 15, 1861.

SIR: Information has just been imparted to me by General Wool that it is probable the enemy are now engaged in sending men and arms over to the eastern shore of Virginia from Lynn Haven Bay. I have therefore to call upon you to exercise every possible vigilance and prevent these doings, if they are going on, by every means in your power.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander LOCKWOOD,
Commanding U. S. S. Daylight.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Major-General Dix, U. S. Army, commanding Deparatment of Pennsylvania, regarding the efficiency of the blockade in the Chesapeake Bay.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 15, 1861.

GENERAL: I have two vessels off the mouth of the Rappahannock and another is already directed to proceed forthwith off the mouth of York River. The lower Potomac is abundantly supplied with them. To-day I dispatched a small steamer, commanded by a very active and reliable officer, off Cherrystone Inlet. His vessel, I fear, draws rather too much water for the shallow banks thereabouts, but unfortunately I have none at hand more suitable. Nothing, however, of any consequence will be likely to escape his vigilance. Every sloop, particularly, will be thoroughly well watched by him and all captured that are not really innocent. Of one thing you may rest pretty well assured, no insurgents in boats or vessels will be likely to get safely over from the western to the eastern shore of Virginia. May I add that if I could have received earlier intelligence of the contemplated movement of your troops, I should perhaps have been better prepared at this moment to second them. As it is, I shall do my best, and upon this you may depend.

With great respect, yours, most truly,

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General JOHN A. DIX,
Commanding Department of Pennsylvania, etc., Baltimore, Md.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, to proceed to duty off Beaufort, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 15, 1861.

SIR: You will proceed off Beaufort, N. C., with the *Mount Vernon* and closely blockade that port until further orders, or until it is absolutely

necessary for you to return to this place for fuel and supplies. Particular instructions in regard to the blockade, with general orders to be observed by the vessels of the North Atlantic Blockading Squadron, and memorandum of vessels which have sailed or are about sailing from England and the English colonies to violate the blockade, are herewith furnished you.

You will find the *Gemsbok* and *Braziliera* off Beaufort.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander O. S. GLISSON,
Commanding U. S. S. Mount Vernon, Hampton Roads, Virginia.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the probable attack, by the Confederates, upon the U. S. ships Congress and Cumberland.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 16, 1861.

SIR: I have undoubted information of a determination on the part of the insurgents to attack the *Congress* and *Cumberland* at Newport News, with the two steamers they have up the James River, aided by seven tugs, two side-wheel boats, and some fire craft. Accordingly, I have placed the *Cambridge*, *Lockwood*, and *Shawsheen* at the disposition of Commander Smith, of the *Congress*, to assist in crushing the enemy, for he will need the services of vessels of their light draft. I have no doubt whatever of the result, but, instead of sending the *Shawsheen* immediately to Baltimore, I wish to retain her here for a while. The attempt in view may not be made for several days to come, and it may be delayed a fortnight or more; but that it is to come off soon, both General Wool and myself have every reason to believe. I have sent the *Albatross* off Cherrystone Inlet at the urgent request of General Dix, and I have also sent the *Young Rover* off York River.

The *Mount Vernon*, which arrived here to-day, will leave to-morrow to go off Beaufort.

The *San Jacinto* left to-day for New York.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Browne, U. S. Navy, commanding U. S. bark Fernandina, to proceed to duty in the North Atlantic Blockading Squadron.

NAVY DEPARTMENT, *November 16, 1861.*

SIR: Proceed to Hampton Roads with the U. S. bark *Fernandina* under your command and report to Flag-Officer L. M. Goldsborough for duty as a part of the North Atlantic Blockading Squadron.

Transmit to the Department before sailing a muster roll of the crew and a separate list of the officers of the *Fernandina*.

I am, respectfully,

GIDEON WELLES.

Acting Volunteer Lieutenant G. W. BROWNE,
Commanding U. S. Bark Fernandina, New York.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the U. S. steamers Dawn and Baltimore.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 17, 1861.

MY DEAR SIR: The *Dawn* ought to go to New York for a new boiler at the earliest moment she can be spared. At present I have her in the Rappahannock, where I propose to keep her until I can find a relief. She is, no doubt, in a sad way, and so, too, are the *Daylight*, *Louisiana*, *Cambridge*, and *Lockwood*.

The *Baltimore* is not here, nor has she been since I dispatched her to the lower Potomac with provisions, water, etc., for our vessels there, which is now, I think, a fortnight or more. I know nothing in the world, therefore, about the permission given her pilot and engineer to visit Washington.

I will give the ferryboats repairing at Baltimore orders to remain there until ordered to do otherwise by the Department.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. G. V. FOX,
Assistant Secretary of Navy.

Instructions from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, in view of a probable attack by the enemy.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 17, 1861.

SIR: I take it that Commanders Glisson and Parker communicated last evening all that I wished them to say to you, the substance of which was that the enemy intend an attack very soon upon the *Congress* and *Cumberland* with their two armed steamers, two side-wheel steamers of small size, six tugs, and some fire craft. I will keep you as well supplied with small vessels as I possibly can, for these you will want particularly and for obvious reasons.

None of the enemy's tugs, I am informed, are even as large as our *Young America*. I need not ask you to be especially vigilant.

A tug now at Norfolk is very anxious to run the gantlet by keeping close over toward Pig Point and join the other six now in James River. Prevent it by all means.

If you are in want of anything whatever let me know promptly.

You are aware, I suppose, that a telegraph of an electric kind, as well as by signals, exists between Newport News and Fort Monroe. The general in command would no doubt allow you to use it.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander WM. SMITH,
Commanding U. S. S[hip] Congress.

Instructions from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding use of night signals.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 18, 1861.

SIR: You are aware that the regular signals of our Navy are not allowed on board any of the vessels of the squadron except the regular men-of-war.

The threatened attack, if made at all, will, in all probability, be made upon you at night, and a few night signals may be necessary. I therefore wish to suggest to you that it would be well to give in manuscript a few of the numbers, with their meaning, out of the book (such only as will be likely to be wanted at night) to the *Lockwood* and *Shawsheen;* to furnish both vessels with Coston's signals, and then to exercise all the vessels once or twice, to be sure that everything will be understood, giving to the general on shore notice of your intention, so as not to create unnecessary disturbance in his camp.

There are several sets of Coston's signals on board the *Congress;* some of long duration and some of short. The latter will answer well for a distance not exceeding 4 or 5 miles; the former can be distinctly made out at a distance of even 10 miles.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander WM. SMITH,
Commanding U. S. S[hip) Congress.

N. B.—Inform me, if you please, if William Yates, quarter gunner on board the *Congress*, is, or is not, over 30 years of age.

Instructions of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding the preparation of the vessels under his command for the threatened attack of the enemy.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 18, 1861.

SIR: I send you the *Hetzel* to-day to assist against the enemy whenever he may venture to carry into effect his threatened attack. Like almost every other small steamer that comes to my orders, she needs some slight repairs, such as calking of sponsons, adjustment of parts

of engine, etc. Have these things done, if you please, without delay, and let your carpenters and other mechanics assist in doing the work. They are not, however, of a character to prevent the vessel from performing fighting service at Newport News at any moment, and the repairs must be carried on in such a way as not to disqualify her for prompt service of the sort. I will thank you to inform me when they are all as well completed as they can be. As a matter of course, all the vessels now at, or that may be sent to Newport News are to act under your orders, and you will make all your arrangements accordingly. If in your judgment necessary, have mechanics detailed from the *Cumberland*, or any other vessel composing your force, to assist in doing the repairs of the *Hetzel*, for I wish them, I repeat, to be finished as early as practicable. Let me know in time when coal will be wanted, and I will send a schooner load of it up to you. If you think it best, I will do so at once. As for provisions, you can supply the steamers with them from either your ship or the *Cumberland*, or from both; and as for water, each vessel surely can get it for herself at or about the landing. Should there be a deficiency of men on board any of the steamers, make it good, temporarily, with the supernumeraries you have at hand on board the *Congress* and *Cumberland*, or rather by using them in such numbers as you may judge expedient. In short, make the best arrangement you can in any way to secure the most successful results, to capture every vessel of the enemy that may present herself, if possible. I beg that every precaution may be taken to guard against effects of incendiary vessels, for these, I am assured, the enemy intend to use. Your idea of a length made up of chain and rope, with a grapnel at the chain end and a kedge at the rope one, strikes me very favorably, and each vessel should be provided with the apparatus and prepared to use it promptly. Grapnels, if needed, can readily be made by your armorers in a very simple way. We have none to spare hereabouts. I will endeavor to visit you before long, but at present I am hourly expecting to be called to Washington on important public business.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander WM. SMITH,
Commanding U. S. S[hip] Congress, Newport News.

Report of Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, of a slight engagement with a masked battery near New Inlet, North Carolina, November 18, 1861.

U. S. S. MONTICELLO,
Hampton Roads, December 8, 1861.

SIR: I have the honor to inform you that on the morning of the 18th November, while reconnoitering near New Inlet, North Carolina, a masked battery opened fire upon us, which we promptly returned. After firing three shots the battery ceased firing. Knowing it was not the object of the blockading vessels to engage land batteries, I also ceased firing and drew off. A few days after some contrabands came off to the ship. From them I learned that we dismounted one of their guns.

Respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to forward certain persons to Fort Warren.

NAVY DEPARTMENT,
November 18, 1861.

SIR: The Department has received your No. 79 and also the communications* of Captain Marston and Lieutenant Fillebrown, forwarded therewith.

You are authorized, as suggested, to send the persons to whom these papers refer to Boston in the *Release*, to be delivered on their arrival there to Colonel Dimick, commanding at Fort Warren, with the history of them.

I am, respectfully, etc., GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the arrival at Hampton Roads of the U. S. steamers Hetzel and Rhode Island and the Spanish bark Providencia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 18, 1861.

SIR: The *Hetzel* arrived here yesterday afternoon and, as usual with all the small steamers that come here, with a long list of complaints about condition. I have ordered her to be fixed up immediately by our own mechanics.

The *Rhode Island* arrived here last night from the south, and left again this morning for New York.

The Spanish bark *Providencia* reached here a few days ago, and sailed this morning for New York, to be given up to the Spanish consul there. This is the vessel about which I have already written to the Department—the one whose mate and papers were brought here by the *Monticello* and which was subsequently seized by the *Alabama* because she had not those papers on board.†

Commander Sartori, unfortunately, ordered her to be brought in here, instead of sending her at once to New York, where she professed to be bound.

I have already called the attention of the commander of the *Cambridge* to the manner he is said to have treated English subjects taken out of vessels seized for violating our blockade, and so soon as I get his written statement upon the subject I will forward it to the Department.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding the inefficiency of the armament of that vessel.

U. S. FRIGATE CONGRESS,
Newport News, November 18, 1861.

SIR: I sent our carpenters to the *Hetzel*, but the water was so rough that the boats could not get under the sponsons to calk them. While

* Not found.

† See pp. 384–389.

at anchor the leak is very little, and when the water shall be smooth enough, we will do the job in two or three hours.

A few days since a shot was thrown from Pig Point which fell within a few hundred yards of this ship. I think the rebels there may have received a new gun and were trying its range for the purpose of attacking this ship at the same [time] that the steamers shall come down James River, and I intend to move up near the *Cumberland* to-morrow when the tide serves.

I am told that there is an 80-pounder rifle similar to the *Lockwood's* on board a storeship off Fort Monroe. Could we get it? We could mount it on the forecastle by cutting away the rail over the forward gun and bill ports, which I do not think will be any injury to the ship. I have no doubt that before she makes another cruise she will be altered to carry pivot guns. With our present armament, should the enemy's steamers stand off at long shot, we should only be a good target for them, as none of our guns could throw a shot to them.

We can muster six rifled cannon among the shipping, and there are two at camp. The enemy's steamers I think will muster twelve.

Will you please inform me what disposition is to be made of the three books sent this evening, the Drill of Pivot XI-[inch] Gun?

Very respectfully, your obedient servant,

W. SMITH,
Commanding U. S. Frigate Congress.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter of Flag-Officer Goldsborough, U. S, Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, regarding the loyal inhabitants of the island of Chincoteague.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 18, 1861.

SIR: I send you by the sloop *Granite* the provisions you required, and as soon as you have taken them on board I wish you to send her back to me, as I need her services here particularly.

I will send you at an early day authority to allow some of the inhabitants of the island of Chincoteague, under prescribed conditions, to carry their oysters to Philadelphia and New York and to bring back in return articles necessary for support and comfort. Printed forms will be given to you concerning the matter, and these you will be directed to use at your discretion.

It is my intention to send a steamer to your relief in the course of a short time, or rather as soon as I can avail of one suitable for the purpose. Can one drawing 11 or 12 feet answer? Inform me what draft of water there is around and about the inlet.

There is a man by the name of Francis Johnson living at a place called Nashville, Accomac County, mouth of Swan's Gut Creek, with whom you can, perhaps, put yourself in communication to advantage. He can and will afford valuable information about everything in Accomac. Although he talks secession sentiments, yet he is in reality a thorough Union man. He is a German by birth, is very intelligent, speaks several languages (but English only indifferently) well. He has been already directed to present himself on board of you whenever you may require him to do so.

He is about 5 feet 10 inches high, slim, grayish eyes, brown hair, and perhaps 30 years of age.

I am satisfied that you can trust him. Accomac is to be invaded to-day by several thousand of our troops—some 4,000 or 5,000.

Let me know if you are again in want of coal.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding A. MURRAY,
Commanding U. S. S. Louisiana.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master's Mate Sanborn, U. S. Navy, commanding U. S. sloop Granite, regarding delivery of provisions.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 18, 1861.

SIR: You will proceed to Chincoteague Inlet, Virginia, with the sloop *Granite*, and on your arrival there deliver the provisions you have on board for the *Louisiana* to Lieutenant Commanding Murray.

After discharging the provisions you will return to this place.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Master's Mate F. W. SANBORN,
Commanding U. S. Sloop Granite.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, transmitting information regarding the loading of the steamer Gladiator with munitions of war for the Confederates.

NAVY DEPARTMENT, *November 18, 1861.*

SIR: I herewith enclose copy of communications dated the 1st and 2d instant, addressed to the Department of State by the U. S. consul at London, giving information concerning the screw steamer *Gladiator*, which has been purchased by the rebel agents in England and loaded with arms, etc., with the design of attempting to run the blockade.

The Department urges upon you the utmost vigilance to prevent the entrance of the *Gladiator* into any port within the limits of your command.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

[Enclosures.]

CONSULATE OF THE UNITED STATES OF AMERICA,
London, November 1, 1861.

SIR: The iron screw steamer *Gladiator* has been purchased by the Confederates and is now in the Thames loading with arms and ammunition, and those who control her here say she can and will run the

blockade. She is about 700 tons, a good, fast vessel, and will take out a very valuable cargo, mostly real Enfield rifles, powder, cartridges, caps, shells, etc. She will be full, and yet not be able to take out one-half the cargo they have prepared for her. She will be followed by a clipper bark with the balance.

The *Gladiator* will sail by the middle of next week, perhaps earlier. She is entered outward for Nassau, and will sail under British papers and colors. But this is for her protection only, as she has been sold to the Confederates, and their purpose is to get her into one of the Southern ports. On this you may rely. As she will be on the American coast by the time the several blockading forces can be warned of her approach, not a moment is to be lost in preparing to receive her.

I can have all the particulars of her cargo, but not in time for this week's steamer. But it will be larger and more valuable than that of the *Fingal*. I will try to see her and send a description by mail, via Queenstown, to-morrow evening.

She is iron, like the *Bermuda* and *Fingal*, but neither is iron plated.

The ship *Alexander*, Captain Brown, of Portsmouth, Va., of about 600 tons, is loading at Bristol with salt, etc., and she will be got into a Southern port if possible.

I have the honor to be, your obedient servant,

F. H. MORSE,
Consul

Hon. WM. H. SEWARD,
Secretary of State.

CONSULATE OF THE UNITED STATES OF AMERICA,
London, November 2, 1861.

SIR: I have just returned from a short trip down the river to see the Confederate steamer *Gladiator*. She is an iron screw boat, with a round stern, flush deck, upright stem, no figure or billet head, bottom painted copper colored, black from water to rail. She has three masts, with three yards on the foremast; smoke pipe between the fore and main masts. She is a fine looking vessel and is taking in cargo rapidly, and will sail about next Tuesday. She will take out a large quantity of Enfield rifles, besides ammunition, clothing, etc.

As she has been purchased and is without any question, notwithstanding her British papers, a rebel ship, I wish we had a vessel here to send out for her.

I send a description more in detail. I judge she will draw about 12 feet of water when loaded.

I have the honor to be, your obedient servant,

F. H. MORSE,
Consul.

Hon. WM. H. SEWARD,
Secretary of State.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding guns.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 19, 1861.

SIR: I beg you will say to Messrs. Stevens and Sharp that I regret I can not, consistently with my duty, grant their requests.

Information is intended to be imparted by the books sent you yesterday with regard to the drill of pivot XI-inch guns.

They were sent to you to be distributed about your ship as you might think fit. The 80-pounder rifled gun of which you speak is not available. Orders were received long since to send it to Philadelphia, and I only await an opportunity to do so. We attach, I fear, entirely too much confidence to rifled guns.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander WM. SMITH,
Commanding U. S. S[hip] Congress, Newport News.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the arrival at Hampton Roads, from New York, of the U. S. vessels Whitehead, Isaac N. Seymour, and Morse.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, November 20, 1861.

SIR: The propeller *Whitehead*, tug *Isaac N. Seymour*, and ferryboat *Morse* have all reached here in safety from New York. No appointments were given to their engineers there, nor, indeed, were any permanent arrangements made with them. They were told, it seems, that everything of this sort would be fixed here. As they are all represented to me as good, sober, and capable men, I shall take the liberty of conferring upon them acting appointments as second and third assistants, subject to the approval of the Department.

The captain of the ferryboat is very strongly recommended to me as a first-rate man for the situation, an excellent coast pilot, and long accustomed to the management of vessels of this kind. His looks certainly confirm in a striking degree the praises lavished upon him. I propose to appoint him an acting master, subject to the approval of the Department. He has a young man with him also well recommended for his sobriety, intelligence, and skill in running ferryboats, and his services on board of her I propose to secure by appointing him a master's mate, subject, likewise, to the approval of the Department.

Neither of these vessels is armed. I intend, however, to put two 9-inch guns on board the ferryboat, and for the present, one 32-pounder on board each of the others, as soon as I can have them suitably prepared for the purpose.

I have detailed Masters Wells and French, of this ship, to command the *Isaac N. Seymour* and *Whitehead*, respectively.

The firemen and coal heavers who came around in these vessels, and who are disposed to remain by them, I intend to enlist regularly.

In all our public vessels, however small or transiently employed, it is, I find, absolutely indispensable to good order and discipline to have a suitable naval organization. Otherwise confusion and trouble are constantly occurring.

As early as possible I will advise the Department of the appointments mentioned.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Humphrey, U. S. Navy, commanding U. S. S. Young Rover, of affairs in York River, Virginia.

U. S. STEAM BARK YOUNG ROVER,
Chesapeake Bay, off York River, November 20, 1861.

SIR: I have the honor to report that in accordance with your order the *Young Rover* left Hampton Roads on Friday, the 15th instant, at 11:30 a. m., for the mouth of York River. During the afternoon of that day, the wind being strong from the north and the tide running ebb, made but little headway, and at 11 p. m. came to anchor, Old Point bearing S. W. by S.

On Saturday, 16th, blew with violence from N. N. W., so much so, did not get underway.

On Sunday, the 17th, at 7 a. m., commenced getting underway, wind fresh from N. W. At 11 a. m. stood in to the northward of York Spit, intending to anchor so as to command the mouth of York River and Mobjack Bay, but afterwards decided to stand off up the bay and return and anchor after dark. At 2:30 p. m., while standing inshore, heading W. S. W. by the wind toward a schooner at anchor close under the land, struck the bottom. Laid the topsails to the mast, reversed engine, and came off without damage. The pilot at the time was standing by the leadsman, who had just called 5 fathoms. Soon after getting off, the schooner got underway and stood on up the bay. Bore up and ran down and at 6:30 came to anchor, New Point Comfort light-house bearing N. N. W., distant 2½ miles.

Monday, the 18th.—Wind fresh from N. W.; continued at anchor. The boiler having sprung a leak over the furnace, was compelled to draw the fire to stop the leak. At 11:30 p. m. a boat came alongside containing a white man calling himself William Hudgins, and having a pass to that effect purporting to be signed by William W. Lamb, mayor of Norfolk, dated November 15. He states that he was born near New Point Comfort light-house; has a family; has been employed in the Gosport [Norfolk] navy yard nine years as a carpenter; that he was suspected of being a Union man; that he had been trying to get away some time; that yesterday, when crossing Mobjack Bay from Severn River, he saw the ship lying at anchor, and after dark he stole a boat and came off. He says his wife has a son on board the *Cumberland*, William Oakley. I questioned him in regard to the *Merrimack*. He thinks she will not be ready this winter; that they are just putting iron gratings over the roof. At Gloucester Point, he says, there are a great many troops, but he did not hear of any movement to be made across the bay. He saw eight or ten boats there of 35 or 40 tons burden. The York Spit light boat and a sloop are fitting out as privateers. He also heard some talk of a mail boat running twice a week across the bay.

Tuesday, the 19th.—Wind fresh from N. W. to N.; continued at anchor. Saw several small sloops and schooners in Mobjack Bay and York River.

Wednesday, 20th.—9 a. m. got underway and steamed up Mobjack Bay to the mouth of Severn River. Saw one schooner and one sloop run across from Severn River to East River. Fired one shot at the schooner, but the water being so shoal could not get near enough to reach her. At 4:30 anchored, New Point light-house bearing N. by W., distant 3½ miles.

Thursday, the 21st.—The steam tug *Young America* has just come alongside, bound to Hampton Roads, and I avail myself of the opportunity to send the deserter from Norfolk.

Very respectfully, your obedient servant,

JOHN HUMPHREY,
Acting Volunteer Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
North Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia, to proceed to duty in the North Atlantic Squadron.

NAVY DEPARTMENT, *November 20, 1861.*

SIR: Proceed with the U. S. S. *State of Georgia* under your command to Hampton Roads, Virginia, and report to Flag-Officer L. M. Goldsborough for duty as a part of the North Atlantic Blockading Squadron.

Transmit to the Department before sailing from Philadelphia a muster roll of the crew and a separate list of the officers of the *State of Georgia.*

I am, respectfully, etc.,

GIDEON WELLES.

Commander JAS. F. ARMSTRONG,
Commanding U. S. S. State of Georgia, Philadelphia.

Letter from the Secretary of the Navy to the flag-officers commanding Blockading Squadrons, forwarding a list of suspicious vessels in the port of Liverpool.

NAVY DEPARTMENT, *November 20, 1861.*

SIR: In recent dispatches received by the Department of State from the U. S. consul at Liverpool the following vessels are referred to as receiving and having on board such cargoes as lead to a suspicion that they are destined for the rebellious States, viz:

Poltena, 317 tons; cleared from Liverpool, October 18, 1861, for Havana.

Jane Campbell, 131 tons; cleared from Liverpool, October 17, 1861, for Havana.

Princess Royal, 959 tons; cleared from Liverpool, October 23, 1861, for Havana.

Victoria, 242 tons; cleared from Liverpool, October 22, 1861, for Havana.

The steamer *Talisman*, 540 tons; *Mathilda; Amphitrite*, 101 tons; *Fone*, 172 tons; *Favorite*, 272 tons; *Beautiful Star*, 130 tons, and *Essex*, 843 tons.

The English bark *Pernana*, with 50 tons gunpowder, cleared from Liverpool for Valparaiso, October 22, 1861.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to the flag-officers commanding Blockading Squadrons, transmitting information regarding the shipment from London of munitions of war for the Confederate States.

NAVY DEPARTMENT, *November 21, 1861.*

SIR: I inclose herewith for your information the copy of a letter addressed to the Secretary of State relative to the shipment of a large quantity of rifles and munitions of war for the rebel States from London under the British flag.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,
London, October 26, 1861.

SIR: I regard it my duty to report to you that the Confederates continue very active in this country and are collecting material of war at various points for shipment. Of Enfield rifles they have thousands now ready for shipment, and have all the armories here at work for them. With these and what they are getting at Birmingham they must be receiving not far from 1,500 per week. We can not, with the means at our disposal, get on the track and follow to vessels all their shipments, for they adopt every possible expedient to deceive us. A direct shipment is rarely made. All their goods move about the country from point to point, and are generally transshipped even before they leave the country But you may rely on the fact that large quantities of all kinds frequently leave this country for the rebel States, and every measure that promises the least hope of success will be resorted to to get them in.

I learned last evening that the same house that negotiated the conditional sale of the *Victoria* and *Adelaide* are in treaty for war steamers belonging to the East India Company. It is said they are intended for the Confederates. The steamers *Victoria* and *Adelaide* are still undergoing repairs here.

I had the honor of receiving your dispatch informing me that orders sufficiently extensive had been sent to this country to absorb all the Enfield rifles that can be made in this country for the coming two years, except such as are made for the English Government. Permit me to say, with all becoming respect and deference, that this liberality will not secure what we desire unless conducted differently. When I came to this country, realizing what our wants must soon be for arms, I lost no time in making myself pretty thoroughly acquainted with the gun trade of this country—the capacity of the several armories, the quality of the arms turned out by each, their prices, mode of inspection when sold to others besides the British Government, etc. I had unusual facilities for acquainting myself with [the] question and thought it my duty to improve it.

After the battle of Bull Run I felt so thoroughly impressed with the idea that the Enfield rifle would be largely called for that I very

quietly, through Mr. McFarland, the Massachusetts agent for the purchase of arms here, an engineer and practical gunmaker, and without being known in the transaction myself, obtained the best offer I could from all the armories here, and from the directors of the gun trade at Birmingham, for all the thoroughly inspected guns they could dispose of for the then coming four or six months.

When Mr. Shyler first came here we had everything ready and held the written offers from all the responsible and best makers in this country at 65s. (sterling) each. Mr. S. did [not] feel authorized to take charge of the matter and close the contracts, and consequently the supply from this city has gone into Southern hands, the agents of the Confederates then standing ready to take them at 66s.

At Birmingham several persons, all pretending to be purchasing for the U. S. Government, are bidding against each other, and have run up the price of rifles, which receive only a nominal inspection and some none at all, from 60 up to 75 and 80s. (sterling) each, and not as many guns are made there now as when they were sold at 60s. each, and of far better quality then than now, owing to more frequent strikes of workmen, and there being much inferior quality of materials now used there. The Confederates are getting the same guns at Birmingham, but not enough to disturb the market. The price has been run up entirely by those claiming to be the agents of Government and by parties from New York, buying on speculation. The only remedy for this bad state of things is for the Government to refuse to have anything to do with speculators and put its own business all into the hands of one competent man, and then we should get more guns than now, of far better quality, and for at least 10s. less on each gun. Could our Government do this, and have each gun thoroughly inspected here, guns would fall in one week to 60s. and be of better quality and more of them made.

In making this statement I trust I have not gone beyond the nature of my duties. I see the evil so plainly, and it is working so disastrously for us, that I considered it my duty to direct your attention to the question.

I have the honor to be, very sincerely, your obedient servant,

F. H. MORSE,
Consul.

Hon. WM. H. SEWARD,
Secretary of State.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, transmitting information of the clearing from Liverpool of a suspicious vessel called the Essex.

NAVY DEPARTMENT, *November 21, 1861.*

SIR: The Department calls your attention to the enclosed extract from a dispatch of the U. S. consul at Liverpool, in relation to the English ship *Essex*, which he thinks is destined for the insurrectionary States.

I am, respectfully, etc., GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Flag Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

[Enclosure.—Extract.]

U. S. CONSULATE,
Liverpool, November 1, 1861.

SIR: The *Margaret Ridley*, which cleared for Harbor Grace, Newfoundland, and sailed on the 28th, had 150 quarter barrels gunpowder, 7 hundredweight lead, and 5 casks lead shot.

An English ship called the *Essex* is reported to-day cleared for Vera Cruz, and, from her large tonnage, and that being an unusual trade for the house dispatching her, I don't think she is going there. She is a ship of 850 tons register. I can not get particulars of her cargo to-day.

From what I learn I believe that Mr. Anderson and Captain Bulloch went in the *Fingal*. She ran into Holyhead outer harbor on the night of the 14th, sent a boat ashore, and received two persons on board, one of whom answered Anderson's description.

In going out again she ran a brig (Italian) down, the master of which reported her name.

I understand her plan will be to get close inshore and run into the first harbor, and failing that, to run ashore. I mention that only for what it is worth. * * *

With high respect, I have the honor to be, your obedient servant,

H. WILDING.

Hon. F. W. SEWARD,
Assistant Secretary of State.

Order of Commander Smith, U. S. Navy, commanding U. S. ship Congress, to Lieutenant Davenport, U. S. Navy, commanding U. S. S. Hetzel, regarding positions of the vessels at night.

U. S. FRIGATE CONGRESS,
Newport News, November 22, 1861.

SIR: Until further orders the steamers will be anchored at night between the Sand Island and the eastern shore of the river, at the same distances from each other as at present, and have a good lookout kept for the enemy's steamers or fire rafts. Should any of the latter be seen coming down, you will tow them to the western side of the channel and let them go, so that they may drift clear of the ships.

Very respectfully, your obedient servant,

W. SMITH,
Commanding U. S. Frigate Congress.

Lieutenant H. K. DAVENPORT,
Commanding U. S. S. Hetzel, Newport News, Va.

Report of Commander Smith, U. S. Navy, commanding U. S. ship Congress, of the shelling by the U. S. steamers Shawsheen and J. L. Lockwood of a Confederate encampment above Newport News, Va.

U. S. FRIGATE CONGRESS,
Newport News, November 23, 1861.

SIR: Yesterday afternoon General Phelps sent Captain [Francis A.] Silva to inform me that a regiment of Virginia infantry had, within a

few days past, encamped on the Yorktown road, a few miles above Camp Butler, and about three-quarters of a mile from the river bank; that they had no artillery, and that there were no batteries alongshore between the encampment and our anchorage, and requested me to send some of the small steamers up the river as near as possible to them and shell them for the purpose of driving them from their present encampment.

I put Captain Silva and the pilot of the *Cumberland* on board the *Shawsheen* (as guide and pilot) and ordered her and the *Lockwood* to proceed up the river and shell the enemy. They left here about dusk, but before reaching their destination got aground and were detained some time. Between 12 and 1 o'clock they reached the place, which was recognized by Captain Silva, who knew it from having been there occasionally in performing his duties of patrol, and they saw two of the enemy's fires, one a signal and the other a picket fire. They opened on the fires and the space between them where the camp was supposed to be, and gave them a dozen rounds from each steamer.

As I knew from Captain Silva before they left that they would not be able to see the enemy, and would have to fire pretty much at random, I had ordered them not to expend many shells on the enemy, supposing that a few would have the effect desired by the general, to let them know that they were in a dangerous locality and that it would be advisable for them to shift their quarters.

The boats were back at their anchorage at half past 2 o'clock this morning.

The navigation above this point is so intricate and our pilots are so little acquainted with the channel that if the general again desires a similar expedition I shall have to decline it, though anxious to help him whenever it can be prudently done.

Very respectfully, your obedient servant,

W. SMITH,
Commanding U. S. Frigate Congress.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Graves, U. S. Navy, commanding U. S. S. John L. Lockwood, to proceed with that vessel to Baltimore for repairs.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 23, 1861.

SIR: Proceed to Baltimore with the *Lockwood* under your command and, on your arrival there, communicate immediately with Carpenter James McDonnell, U. S. Navy, No. 68 Broadway, corner of Mullikin street, and say to him that I wish the *Lockwood* repaired forthwith, and without waiting orders from any other quarter, for efficient service. Among the other things to be done to her, concerning all of which you will inform Mr. McDonnell, I wish a supply pump fitted for her boiler. I expect you to return to this place in a very few days. Consult sound economy in all your demands.

On your way to Baltimore, stop off Cherrystone Inlet and inform Commander Prentiss that if the services of the *Albatross* are no longer required there he can return here with her.

Our troops, I am informed, are already virtually in possession of the eastern shore of Virginia, and if this is the fact, of which there seems to be little or no doubt, his vessel need not remain absent from this any longer. Show Commander Prentiss these instructions.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master G. W. GRAVES,
Commanding U. S. S. Lockwood, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding the U. S. S. Isaac N. Seymour.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 23, 1861.

SIR: I send you to-day the *I. N. Seymour* to take the place of the *Lockwood*, which vessel I have ordered to Baltimore for repairs.

Some ironwork is needed for the guns of the *I. N. Seymour*, and this I wish you would have done at once by the armorers of the *Congress* and *Cumberland*. In a little while from this we shall have a regular machine shop of our own at Fort Monroe to do the work of our squadron, but in the meantime we must depend upon the means we possess at present to get along with such jobs as our vessels can do for themselves and for each other.

The *Seymour* requires the use of a few powder tanks. Let her have some of your empty ones. She wants also some small arms. She can take the *Lockwood's* or, if this vessel has none, loan her a few until I can replace them by some of a large number I have at Annapolis. Her armament is two 32-pounders of different weights, and therefore requiring different charges. Let your gunner arrange these for her according to the ordnance instructions. In a word, fix the *Seymour* up so as to make her as efficient as possible.

Would it not be well for you to station a couple of the small and active vessels every night at a suitable distance above the rest, with orders to communicate by signal any discovery they may make of the enemy's movements? A couple of vedette or lookout vessels is what I mean.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander WM. SMITH,
Commanding U. S. S[hip] Congress, Newport News, Va.

Letter from Major-General Dix, U. S. Army, commanding Department of Pennsylvania, to Major-General Wool, U. S. Army, commanding Department of Virginia, regarding the preparation by the Confederates of heavy ordnance for Willoughby's Point.

BALTIMORE, *November 23, 1861.*

DEAR GENERAL: I have it from unquestionable authority that the Confederates are preparing some very heavy ordnance for Willoughby's

Point, a sand spit, to shell you out. You may have this information, and I do not suppose the attempt will amount to anything; but I make it a rule to communicate what I hear from authentic sources, whether it is likely to be of any importance or not. I think the Confederates call the position Post No. 1.

I am, very truly, yours,

JOHN A. DIX,
Major-General.

Major-General JOHN E. WOOL.

Report of Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, requesting instructions.

U. S. S. ALBATROSS,
Cherrystone Inlet, November 25, 1861.

SIR: I understand that the troops in eastern Virginia have laid down their arms, and that General Lockwood is at Eastville with a small force. He gives permits to small vessels to trade between this and Baltimore. How far shall I respect them? Have you any orders to give in this changed condition of things?

Very respectfully, your obedient servant,

GEO. A. PRENTISS,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron, Hampton Roads.

P. S.—Officers and men are said to cross nightly in rowboats from Fisherman's Island to Cape Henry.

Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, regarding the depth of water in Chincoteague Inlet.

U. S. S. LOUISIANA,
Chincoteague Inlet, November 25, 1861.

FLAG OFFICER: I respectfully acknowledge the receipt of your communication of the 18th instant by the sloop *Granite*, which arrived on the 22d with stores.

She received some damage whilst crossing the bar (the wrenching off of rudder braces), which will account for the delay in returning to Hampton Roads.

In answer to your enquiries about the depth of water, I would respectfully state that 8 feet is the most that can be depended on, and after easterly winds it is less; 5 feet can navigate the whole sound.

I have found Mr. Francis Johnson all you represent him to be.

I have the honor to be, your obedient servant,

A. MURRAY,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding in Chief, North Atlantic Blockading Squadron.

Instructions from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding commanding officers.

Confidential.] NAVY DEPARTMENT,
Washington, November 25, 1861.

SIR: Since the efficiency of the blockade depends in a great measure upon the professional skill of each individual commander, the Department enjoins upon the flag-officers a vigilant supervision of the movements of each vessel under their command. A large number of most efficient steamers are being pressed to completion, and the Department desires to assign these, as far as the public service will admit, to those officers who have performed at sea most faithfully the duties of the blockade. You will therefore keep the Department advised of the relative merit of each and every commander attached to your squadron, and take care that no case of individual merit, or the reverse, occurs without a full investigation and report to the Department.

The Department also desires a particular report relative to the officers formerly in the Navy, and now serving under acting appointments, and those now attached to seagoing vessels who are on the retired list. As full authority is given to the flag-officers to send home the inefficient and apathetic, and make any changes in the commanding officers that the public service demands, the Government will hold them responsible for the efficiency of each single ship. Rank has its merits, but no consideration will be given to it unless accompanied with enthusiastic devotion to the suppression of this rebellion and professional fidelity to the duties imposed.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting information regarding the sailing from London of the steamer Gladiator.

NAVY DEPARTMENT, *November 25, 1861.*

SIR: I forward herewith an extract from dispatch No. 69 of the U. S. minister at London to the Department of State concerning the steamer *Gladiator*, which cleared from London with arms, etc., destined for the Southern States.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,
London, November 6, 1861.

SIR: The Confederate screw steamer *Gladiator*, concerning which I have given you information in two dispatches, will drop down near to Gravesend this day noon, where she may remain until to morrow. She has in her cargo 1,112 cases of Enfield rifles, containing 20 rifles each

(22,240). She is about 1 year old and a very fine vessel. Captain Bird, of the steamer *Adelaide*, is to command her on leaving, and she will be cleared in his name; but another man (perhaps Semmes, of the *Sumter*) is to take charge when she gets to sea. She will no doubt go the Southern route. She draws about 10 feet of water forward and 14 aft, or perhaps 13½ aft.

The U. S. S. *James Adger*, Commander Marchand, I heard on Sunday, was at Falmouth coaling on Friday, but has not been in communication with anyone here.

I have good reasons for believing that the *Gladiator* is in reality Confederate property, or will be on her arrival in some Southern port. But she leaves here under the protection of the English flag and English papers. Her speed, I learn, will be, with her cargo in, about 10½ miles per hour.

I have the satisfaction of informing you that one of the gun manufacturers here, who had a contract with the rebels running to March, has had a difficulty with them, broken the contract, and will hereafter send his guns, Enfield rifles, to New York on his own account. His name is Barnett, and his rifles stand very well here.

Your obedient servant,

F. H. MORSE,
Consul.

Hon. WM. H. SEWARD,
Secretary of State.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia, to proceed to duty off Beaufort, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 26, 1861.

SIR: You will proceed off Beaufort, N. C., with the *State of Georgia* and, on your arrival there, report to Commander O. S. Glisson for duty in the blockade of that port.

Instructions for commanders of vessels, regulations for conducting the blockade, information concerning rifled guns, and memorandum of vessels which have sailed or about sailing from England and the English colonies to violate the blockade, together with blanks for instruction of prize masters, are herewith furnished you.

By order of flag-officer North Atlantic Blockading Squadron:

G. J. VAN BRUNT,
Captain, Commanding U. S. Flagship Minnesota.

[Commander JAMES F. ARMSTRONG,
Commanding U. S. S. State of Georgia.]

Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, regarding the reestablishment of the lights at Hog Island and Cape Charles.

U. S. S. LOUISIANA,
Chincoteague Inlet, November 26, 1861.

FLAG-OFFICER: I have reliable, though not official, information that the quelling of the insurrection on the peninsula has been accomplished.

Pending further orders, I shall endeavor to reestablish the lights at Hog Island and Cape Charles.

Trusting this will meet your approval, I am, very respectfully, your obedient servant,

A. MURRAY,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Master Graves, U. S. Navy, commanding U. S. S. John L. Lockwood, regarding the cruise of that vessel to Baltimore and the progress of repairs.

U. S. S. LOCKWOOD,
Baltimore, November 27, 1861.

SIR: In pursuance of your orders of the 23d I left Hampton Roads at 3 p. m. on the 24th, and proceeded direct to Cherrystone Inlet, where I arrived at sunset. Not finding the *Albatross* at that place, I ran to the northward alongshore about 20 miles; fired two guns and showed lights. Not finding her, and the weather having a threatening appearance to the westward, I judged it prudent to haul off and proceed on the passage to Baltimore. The repairs on the vessel are progressing rapidly, and hope to leave this on Saturday night or Sunday morning; we are working night and day.

Hoping that these arrangements will meet your approbation, I remain, yours, very respectfully,

G. W. GRAVES,
ActingMaster, in Command.

[Flag-Officer L. M. GOLDSBOROUGH, U. S. Navy,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.]

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the U. S. S. State of Georgia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, November 27, 1861.

SIR: I have the honor to report that the U. S. S. *State of Georgia*, Commander James F. Armstrong, arrived at Hampton Roads yesterday afternoon, and will proceed to Beaufort, N. C., to-day.

By order of flag-officer North Atlantic Blockading Squadron:

G. J. VAN BRUNT,
Captain, Commanding U. S. Flagship Minnesota.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Assistant Secretary of the Navy to Lieutenant Quackenbush, U. S. Navy, commanding U. S. S. Delaware, to proceed to duty in the North Atlantic Blockading Squadron.

NAVY DEPARTMENT, *November 27, 1861.*

SIR: Proceed with the *Delaware* to Hampton Roads and report to Flag-Officer Goldsborough.

I am, respectfully, etc.,

G. V. FOX,
Assistant Secretary.

Lieutenant S. P. QUACKENBUSH, U. S. Navy,
Commanding U. S. S. Delaware, Philadelphia.

Order of the Secretary of the Navy to Lieutenant Arnold, U. S. Navy, commanding U. S. S. Mystic, to proceed to duty in the North Atlantic Squadron.

NAVY DEPARTMENT, *November 29, 1861.*

SIR: When the U. S. S. *Mystic*, under your command, shall be in all respects ready for sea, you will proceed with her to Hampton Roads and report to Flag-Officer Goldsborough as a part of the squadron under his command.

Transmit to the Department, before sailing from Philadelphia, a complete muster roll of the crew and a separate list of the officers of the *Mystic*.

I am, respectfully, etc.,

GIDEON WELLES.

Lieutenant H. N. T. ARNOLD, U. S. Navy,
Commanding U. S. S. Mystic, Philadelphia.

Order of the Secretary of the Navy to Lieutenant Bryson, U. S. Navy, commanding U. S. S. Chippewa, to proceed to duty in the North Atlantic Squadron.

NAVY DEPARTMENT *November 29, 1861.*

SIR: When the U. S. gunboat *Chippewa*, under your command, shall be in all respects ready for sea, you will proceed with her to Hampton Roads and report to Flag-Officer Goldsborough for duty as a part of the squadron under his command.

Transmit to the Department, before sailing from New York, a muster roll of the crew and a separate list of the officers of the *Chippewa*.

I am, respectfully,

GIDEON WELLES.

Lieutenant ANDREW BRYSON,
Commanding U. S. Gunboat Chippewa, New York.

Order of the Secretary of the Navy to Acting Master Allen, U. S. Navy, commanding U. S. S. Whitehall, to proceed to duty in the North Atlantic Blockading Squadron.

NAVY DEPARTMENT, *November 29, 1861.*

SIR: You will proceed with the U. S. S. *Whitehall* under your command to Hampton Roads and report to Flag-Officer Louis M. Goldsborough.

I am, respectfully, etc.,

GIDEON WELLES.

Acting Master FRANCIS P. ALLEN,
Commanding U. S. S. Whitehall, Baltimore.

Engagement between the Federal vessels and the C. S. S. Patrick Henry, in James River, Virginia, December 2, 1861.

Report of Commander Smith, U. S. Navy, commanding U. S. ship Congress.

U. S. FRIGATE CONGRESS,
Newport News, December 2, 1861.

SIR: This morning about 6 o'clock a rebel steamer (supposed to be the *Yorktown*) came down James River and opened fire on our steamers, which were anchored (as they have been at night for some time

past) across the channel about a mile and a half above this anchorage. The fire was returned by all of our steamers, which got underway, and was kept up for about an hour, all the vessels drifting up with the flood tide, when the rebel retired and our steamers returned to this anchorage.

Three or four of the rebel shells fell near our vessels without doing any damage. It is not certain that any of our shells reached the enemy. Lieutenant Commanding Colhoun, of the *Shawsheen*, thinks that two of his shells struck, or went beyond the rebel, as he did not see them explode or fall into the water, and he had seen all of the others fall or explode.

I think the object of the rebel commander was to ascertain the range of our guns; only two of them could have reached him.

I do not think the rebel was any time nearer than 4 miles to either of our ships.

Very respectfully, your obedient servant,

W. SMITH,
Commanding U. S. Frigate Congress.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Commander Smith, U. S. Navy, commanding U. S. ship Congress, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

U. S. FRIGATE CONGRESS,
Newport News, December 7, 1861.

SIR: I return you the slip from the Richmond Dispatch which you kindly sent me to-day, with my thanks for the same. I don't think Commander Tucker's report does him any great credit. It took him two weeks to make up his mind to come down to "surprise and attack" our steamers, and when he did come, the first shell that struck his vessel took all the starch out of him, and he returned to his anchorage, "the enemy evincing no disposition to follow him." He forgot to tell his Secretary that the floodtide was drifting all of the steamers up the river, and that when he retired from the contest, they were 2 miles farther up than when it began. If they did not get near enough to him, he should have held on till they drifted up.

I had a Boston paper which I wished to send you, but it has been mislaid, containing a paragraph from the Richmond Dispatch, stating that in the attack made by the steamers *Hetzel* and *Lockwood* on the rebel camp above this place some nights since, the rebel loss was fifteen killed, wounded, and missing. This was not so bad, considering that the place was hunted up in the night and fired on, at a guessed distance of about a mile and a half. Captain Silva, who was the guide on the occasion, informed me to-day that the rebels had broken up their camp, where they were preparing for winter quarters, and had moved off.

Very respectfully and truly,

W. SMITH.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

CONFEDERATE STATES STEAMER PATRICK HENRY.
Drawn from photograph and drawing.

Report* of Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry.

C. S. S. PATRICK HENRY,
Off Mulberry Island, James River, Va., December 2, 1861.

SIR: Since the 18th of November the enemy have accumulated at Newport News several small gunboats and armed tugs. Learning that they were in the habit of sending several of these gunboats up the river at night and withdrawing them in the morning, induced me to take the first favorable opportunity to surprise and attack them.

This morning being dark and suitable for the enterprise, I left our anchorage off Mulberry Island at 4 o'clock a. m. and proceeded cautiously down the river, all lights carefully concealed.

I regret, however, to say that I was disappointed in not finding the steamers as high up the river as I expected.

At early daylight we discovered four steamers anchored in line, this side of the frigates, but in supporting distance of them and the battery at Newport News.

We rounded to at a supposed distance of a mile and commenced the attack with our port battery and pivot guns, which was returned by the steamers and the battery on shore from rifled and other guns. Many of the rifled shells came near and over us, and one struck us, going through the pilot house and exploding in the starboard hammock nettings, producing slight injury and wounding one of the pilots and a seaman very slightly by the splinters.

The engagement lasted two hours, when we returned to our anchorage, the enemy evincing no disposition to advance, either during the engagement or afterwards. We expended 28 shells and 13 solid shot, some of which must have struck, but with what injury to the enemy we are unable to say.

* * * * * * *

Very respectfully, your obedient servant,

JOHN R. TUCKER,
Commander, C. S. Navy.

Hon. S. R. MALLORY,
Secretary Navy, Richmond.

Report of Acting Volunteer Lieutenant Browne, U. S. Navy, commanding U. S. bark Fernandina, of arrival in Hampton Roads.

U. S. BARK FERNANDINA,
Hampton Roads, December 2, 1861.

SIR: Herewith I beg to report for duty the U. S. bark *Fernandina*, from New York, November 28, since which time have experienced a succession of strong gales from the south to southwest, with thick weather and frequent squalls of rain, accompanied by high seas, causing the vessel to labor and ship considerable water, large quantities coming in through the side or deadlights, they being imperfect and altogether unsafe in their present state.

Most respectfully, your obedient servant,

GEO. W. BROWNE,
Acting Volunteer Lieutenant, in Command.

Flag-Officer L. M. GOLDSBOROUGH.
Commanding North Atlantic Blockading Squadron.

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* From the Richmond Dispatch, December 6, 1861.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Lockwood, U. S. Navy, commanding U. S. S. Daylight, to proceed with that vessel to Baltimore for repairs.

FLAGSHIP MINNESOTA,
Hampton Roads, December 2, 1861.

SIR: Proceed to Baltimore with the *Daylight* under your command, and, on your arrival there, immediately communicate with Carpenter James McDonnell, U. S. Navy, No. 68 Broadway, corner of Mullikin street, and inform him that I wish the *Daylight* repaired forthwith, and without waiting orders from any other quarter, for efficient service. Consult sound economy and dispatch in all your demands, and return to this place as early as practicable.

On your way to Baltimore, stop off Cherrystone Inlet and inform Commander Prentiss that I wish him to return to this place with the *Albatross* forthwith.

Respectfully your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander S. LOCKWOOD,
Commanding U. S. S. Daylight.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, transmitting information regarding the movement of vessels from London carrying stores and munitions of war.

NAVY DEPARTMENT, *December 3, 1861.*

SIR: I enclose for your information a copy of a dispatch, No. 55,* from the consul at London, dated 15th ultimo, relating to the steamer *Gladiator*, to the schooner *Stephen Hart*, to the steamer *Sidney Hall*, and to the steamer *Labuan*, all of which had either sailed or were preparing to sail with munitions of war for the Southern States. Also a copy of a dispatch from the same consul dated the 16th instant, referring to the sailing of the *Sidney Hall*, and giving a description of her cargo.

And an extract from a dispatch from the U. S. consul at Liverpool, dated November 15, relating to the ship *Consul*, which was to clear for Halifax, but has on board munitions of war destined for the South. These several dispatches were addressed to the honorable Secretary of State.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

[Enclosures.]

CONSULATE OF THE UNITED STATES OF AMERICA,
London, November 16, 1861.

SIR: I sent a dispatch per bag yesterday notifying you that the iron screw steamer *Sidney Hall* was below, loading with material of war for

*Not found.

the rebel States. My informant was mistaken in the time of sailing. She left the mouth of the Thames on Tuesday last and passed Deal on Wednesday. She was hurried off with great dispatch and took the balance of the cargo left by the *Gladiator*, which was to have gone by a sailing vessel. She has a large quantity of blankets, army cloths, saltpeter, etc. She has one complete set of nautical instruments, with charts, for some vessel fitting out probably. This steamer, with the *Gladiator*, will have to be looked after by vessels on the coast and Gulf. The *James Adger* will not be likely to trouble them.

I send a description of topsail schooner, *Stephen Hart*, also loading in the Thames for some Southern port.

Very sincerely, your obedient servant,

F. H. MORSE.

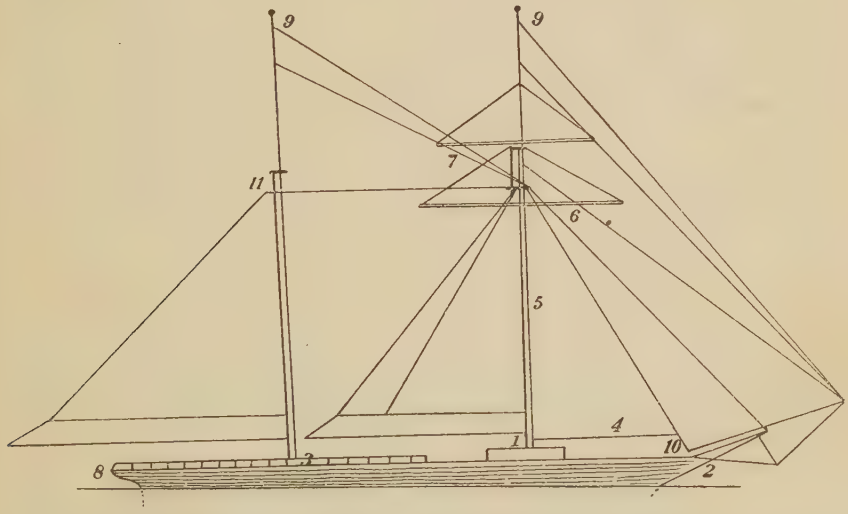
Hon. WILLIAM H. SEWARD.

[Subenclosure.]

Description of schooner Stephen Hart, of ———.

LONDON, *November 15, 1861.*

It is a fore-and-aft schooner, with a square fore-topsail. She is [has a] full poop, which runs forward nearly to the foremast, and on the rail are stanchions and rail, but no bulwarks on the poop. She has much shear, and the masts rake considerably. I should judge her Baltimore build.



1. A forward house for men. 2. A long billet-head, gilt. 3. A rail along the poop. 4. A boom on the foot of fore-staysail. 5. Are three iron bands around the mast, which look as if it had been fished. 6. The foresail hauls out and in on the yard, and furls from deck up and does not furl on the yard. 7. Is maintop-staysail. 8. A square stern. 9. Brass balls on the mastheads. 10. Forestay sets up at the knightheads. 11. Main gaff-topsail.

EDWIN G. EASTMAN.

[Telegram.]

LONDON, *November 16, 1861,*
Via Queenstown 16th, via Halifax [Nova Scotia], 27th.
(Received November 27.)

The iron screw steamer *Sidney Hall*, with munitions of war, left London the 12th instant for the Confederate States.

F. H. MORSE,
Consul.

W. H. SEWARD,
Secretary of State.

[Extracts.]

U. S. CONSULATE,
Liverpool, November 15, 1861.

SIR: I have to inform you that the ship *Consul*, mentioned in a former dispatch, has nearly completed her lading of salt and blankets and will sail in a few days. She will clear for Halifax, but is certainly going south. She is a ship, 1,030 tons, and has a black hull.

I understand that two steamers have left London within the last fortnight with arms and munitions of war for the South, and that another has been bought, the *Antelope*, now in London.

I understand also that Mr. Sobel is in London trying to sell, if he has not already sold, the *Malacca* and *Rangoon* to the Southern commissioners. Some time since Mr. S. told me these steamers were on their way to Liverpool, but must have been deceiving me, as I find they arrived at London soon after.

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Great anxiety is felt here for the results of the naval expedition, of the sailing of which we were advised by last steamer.

* * * * * * *

With high respect, I have the honor to be, your obedient servant,

H. WILDING.

Hon. WM. H. SEWARD,
Secretary of State, Washington.

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding light-draft steamers.

Unofficial.] NAVY DEPARTMENT, *December 3, 1861.*

MY DEAR SIR: The long propeller I spoke to you about is being used and can not be obtained. I have written to New York to see if there is anything with 6-feet draft not already purchased. The arrival of the *Nashville* at Southampton has set everybody upon us again to know who blockaded Charleston on the 12th of October. We are going to send the *Vermont* to Port Royal as receiving ship. I am very much obliged to Case for late Southern papers.

We can get plenty of light-draft steamers, such as run from Baltimore to eastern shore. Will they be of any use? I trust very soon to hear that you have dealt a blow second to none yet delivered.

Yours, truly, etc.,

G. V. FOX.

Flag-Officer L. M. GOLDSBOROUGH.

Order of the Secretary of the Navy to Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, to proceed to duty in the North Atlantic Blockading Squadron.

NAVY DEPARTMENT, *December 4, 1861.*

SIR: As soon as the U. S. S. *Quaker City*, under your command, is ready for sea, proceed with her to Hampton Roads and report to Flag-Officer Goldsborough for duty as a part of the North Atlantic Blockading Squadron.

Transmit to the Department before sailing from New York a muster roll of the crew of the *Quaker City* and a separate list of her officers.

I am, respectfully, etc.,

GIDEON WELLES.

Commander J. M. FRAILEY,
Commanding U. S. S. Quaker City, New York.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Volunteer Lieutenant Browne, U. S. Navy, commanding U. S. bark Fernandina, to proceed to duty off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, December 4, 1861.

SIR: You will proceed off Wilmington with the *Fernandina*, and on your arrival there report to Commander Charles Green for duty in the blockade of that place.

A memorandum of vessels which have sailed, or are about sailing, from England and the English colonies to violate the blockade is herewith furnished you.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting [Volunteer] Lieutenant GEO. W. BROWNE,
Commanding U. S. Bark Fernandina, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the U. S. bark Fernandina.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, December 5, 1861.

SIR: I have the honor to report that the U. S. S. [bark] *Fernandina*, Acting Volunteer Lieutenant George W. Browne commanding, arrived at Hampton Roads on the 3d instant and left this morning to take her position in the blockade off Wilmington, N. C.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, of the exchange of shots by that vessel with two Confederate steamers.

U. S. S. STARS AND STRIPES,
Hatteras Inlet, December 5, 1861.

SIR: I have the honor to inform you that at daylight this morning two rebel steamers were discovered in the sound to the westward, about 5 miles distant, and when within 3½ miles of our anchorage we exchanged several shots with them, but without effect. One of their shells exploded near the shipping in the inlet.

I am, respectfully, your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Baulsir, U. S. Navy, commanding U. S. S. Whitehall, regarding transportation of stores.

FLAGSHIP MINNESOTA,
Hampton Roads, December 6, 1861.

SIR: You will proceed to Annapolis with the *Whitehall*, and on your arrival there inform Mr. Leslie, carpenter, U. S. Navy, in charge of stores, etc., at the Naval Academy, that you have come for the arms, stores, etc., for the North Atlantic Blockading Squadron. Take the stores on board and return here with as little delay as possible.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master W. J. BAULSIR,
Commanding U. S. S. Whitehall.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of assistance rendered to the American schooner Allen Middleton.

U. S. S. MOUNT VERNON,
Off Cape Lookout, North Carolina, December 7, 1861.

SIR: I have to inform you that this morning at 10 o'clock I discovered a schooner close in to the shore to the northward of Cape Lookout. I immediately weighed and proceeded in chase of her, and, on overhauling her, discovered her to be the American schooner *Allen Middleton*, of East Greenwich, R. I., from Providence, R. I., for Matanzas, Cuba, with a cargo of hoops.

The schooner was leaking badly, she having sprung a leak in the N. E. gale of the 2d instant. Her crew was completely exhausted and the captain applied to me for assistance to take his vessel to Hampton Roads, Virginia. This request I considered it to be my duty to accede to. I therefore ordered James Daley, ordinary seaman, and Charles Johnson, ordinary seaman, of this vessel, to proceed in her to that port and to render such assistance as might be required. On the arrival of the schooner at Hampton Roads I have instructed the captain to take the two men on board of your vessel.

The vessels at this point are all well, and we are maintaining a rigid blockade of this port.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding the Atlantic Blockading Squadron, etc.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, to proceed to duty off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, December 7, 1861.

SIR: When relieved by Commander Prentiss in the blockade of Beaufort, you will proceed off Wilmington, N. C., with the *Mount Vernon* and closely blockade that place until further orders, or until it is absolutely necessary for you to return to this place for fuel and supplies.

A memorandum of vessels expected on the coast to violate the blockade is herewith enclosed.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander O. S. GLISSON,
Commanding U. S. S. Mount Vernon, off Beaufort, N. C.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, to proceed to duty off Beaufort, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, December 7, 1861.

SIR: You will proceed off Beaufort, N. C., with the *Albatross* and relieve Commander O. S. Glisson in the blockade of that port.

Herewith enclosed are Commander Glisson's orders to proceed off Wilmington, N. C., which you will please have delivered to him.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander G. A. PRENTISS,
Commanding U. S. S. Albatross.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the movements of vessels.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, December 8, 1861.

SIR: The *Rhode Island* left here yesterday for the south.

The *Albatross* also left here last night to go off Beaufort, N. C., carrying orders with her for the *Mount Vernon*, now off that port, to go off Wilmington, N. C.

The *Monticello* came in here yesterday from off Wilmington for fuel, etc. My intention is to send her back on blockading service the moment she replenishes her supplies.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, etc.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, regarding the distribution of permits.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, December 8, 1861.

SIR: I send you herewith, by the sloop *Granite*, twenty-four of the printed permits, about which I wrote to you recently, signed by me and dated to-day. Each one is to be filled up by you and countersigned when delivered, and immediately under your name I wish you to place the date of delivery.

You will use these permits at your own sound discretion, being careful in their distribution not to give them to any persons of doubtful loyalty or character.

If, in your judgment, the state of things at Chincoteague, and in Northampton and Accomac counties, is such that you can leave your present station with propriety and return to this place, I wish you to do so immediately after you have distributed as many of the above permits as you may deem expedient. Indeed, if consistent with the existing state of things thereabouts, I desire that you will distribute the permits at once and then return here with the *Louisiana* as early as possible.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding ALEX. MURRAY,
Commanding U. S. S. Louisiana.

Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, regarding the detention of the British schooner Phantom.

U. S. S. RHODE ISLAND,
Off Cape Fear, December 9, 1861.

SIR: I have to report that last night, when 15 miles southeast of Cape Lookout, falling in with the British schooner *Phantom*, thirteen days from St. John's, island of Antigua, West Indies, upon the examination of her papers found that she had been boarded the day before by the U. S. S. *Mount Vernon*, informed of the blockade, and warned off, the vessel's cargo consisting of sugar and molasses, and she had cleared for New York. As the schooner was some 3 miles nearer shore than when boarded the day before by the *Mount Vernon*, is clipper built, and is evidently a fast sailing vessel, I deemed it to be my duty to take

her in tow, proceed with her off Beaufort (which was near by) and confer with Captain Glisson, the senior blockading officer there, as to her disposition. After our arrival at Beaufort this morning, Captain Glisson and myself proceeded on board the *Phantom*, and upon arriving there were met by her captain, who protested against the seizure of the vessel upon the ground of its having been calm from the time he had been warned off by the *Mount Vernon* up to the moment that the schooner had been boarded by the *Rhode Island*, and upon a critical examination of her log book it confirmed the captain's statement. Commander Glisson then decided in consequence of its being calm, the vessel had only changed her position by drifting during the interval that she had been boarded by the two vessels. He directed me then to permit her to continue her voyage to New York. After supplying the vessels off Beaufort, the *Rhode Island* towed the *Phantom* out to nearly the position where boarded and permitted her to continue her voyage, the steamer proceeding on her course southward.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Letter from the Secretary of State to the Secretary of the Navy, transmitting enclosures regarding the ineffectual blockade of Wilmington, N. C.

DEPARTMENT OF STATE,
Washington, December 9, 1861.

SIR: I enclose a copy of a letter to me of the 7th from General Dix, and the communication to which it refers, relative to the blockade of Wilmington, N. C.

I have the honor to be, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

HEADQUARTERS,
Baltimore, December 7, 1861.

SIR: I have the honor to enclose a letter and a draft taken from a female passenger in the steamer from Fort Monroe. They were quilted in her petticoat, but she protested that she knew nothing about the matter. The draft is for $564.41, drawn by Joseph Creighton on Messrs. Maclean, Maris & Co., in favor of Messrs. J. and D. MacRae & Co., and sent by the latter for collection.

The letter discloses some important facts in regard to the blockade at Wilmington, N. C., where the draft was drawn.

I also enclose a newspaper (the Richmond [sic] of November 29), containing a list of armed vessels in the service of the insurgents, with the names of the officers and a list of the house of delegates of Virginia.

An intercepted letter of the 11th November shows that a mail communication has been established from Tampico to Matamoras, thence to Cuba and to the United States. This letter was sent from Virginia by that route.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major-General.

[Subenclosure.]

WILMINGTON, N. C., *November 21, 1861.*

DEAR SIR: The *Bruce* arrived September 21, and, after much opposition and delay, as detailed in our letters, by the vessel and via Tampico, we have at last got her loaded, as per bill of lading and invoice enclosed. The manufacturing and making of naval stores having been entirely stopped by the war, we were obliged, being unable to get anything but com[mercial] rosin at any reasonable rates, to put on board a cargo of our own, bought for a vessel to arrive, which we place at cost to us and propose to have you sell for our joint account and risk, placing the freight at $4,000 for the voyage, which is [the] rate at which we were offered, and others chartered a vessel of same capacity at the same time. The cargo was all repacked and delivered in first-rate order. The pale rosin was the only lot here and is equal to any ever shipped hence. We regard this as better than taking a freight, and the best arrangement possible under the circumstances, and trust, as we doubt not, you will also view it. We leave you to effect insurance, and have filled up our invoice and bill of lading as your property, so that in case of capture you can treat it as such. We have drawn against this on you at three days, favor of Alex. McRae, payable in London, for £1,250 sterling, being about one-half the cost, and bill disbursements, which latter goes by vessel, with samples rosin, etc. Captain Muir thinks he will have a chance to get safely to sea in a few days, as the blockade is very irregular and ineffectual. A vessel came in safely this week. Captain M. has protested, and we think can recover damages for detention. We are so advised by the British consul.

Yours, very respectfully,

J. AND D. MACRAE & CO.

Mr. WILLIAM GOUGH,
Bristol, England.

Salt, $5 per bushel, $15 per sack; blankets, shoes, gray cloths and cassimeres, pig and hoop iron, kerseys and military stores, block tin, etc., all very scarce and command extreme prices. We would like a joint interest in a shipment including any of the above articles.

Please forward enclosed letter. If you should not hear from us meantime, when sales are closed, please place any balance to our credit with Baring Bros. & Co., London.

Letter from Brigadier-General Burnside, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding preparations for the expedition to Roanoke Island, North Carolina.

NEW YORK, *December 9, 1861.*

COMMODORE: By the direction of General Burnside I have the honor to say that since his letter to you was given to Captain D'Wolf, that while he leaves the direction of the *Peabody* entirely to you, he has become more of the opinion that the secrecy of the expedition will be better preserved by landing her stores at Old Point, instead of Hatteras Inlet. You will remember that it was the original plan of General McClellan to have the depot at Old Point. Should it seem to you also to be advisable, and you do not want the ship at present, she can return here at once for another load.

There are supplies at Annapolis, and the general will send down immediately to Hatteras Inlet several transports with stores, and of light draft, which will anchor inside of the inlet without its being known that they are attached to this expedition.

There are now ten regiments at Annapolis. The other five can be concentrated there without delay, and the transports are all expected to leave here for Annapolis this week, so that, in all probability, by the middle of the next the force can be embarked.

This note will be handed you by Lieutenant Fearing, aid to the general. He will communicate with you and you may place in him the most implicit confidence. Should there be any instructions which you would prefer to give him verbally, have no hesitation in trusting him fully. As soon as convenient he will return to New York.

I am, very respectfully, your obedient servant,

LEWIS RICHMOND,
Assistant Adjutant-General.

[Commodore GOLDSBOROUGH,
Old Point Comfort.]

DEAR COMMODORE: Since writing the above I have received your note. We have ten propellers of light draft, each carrying one 30-pounder Parrott gun and two 12-pounder Wiard rifled guns; also there are five floating batteries, with from two to three 12-pounder rifled guns each, and two small howitzers each for shells. The names I will send by mail to-day. I will make arrangements for gunners to take the places of those I expected from you.

As to transports, the *Peabody*, of course, is at your service, and, if you will send word by my aid what additional means you will want, I will furnish it at once. Your message about signals I will give to Hazard.

The Department has made the arrangements for coal. We shall find it at the inlet.

The work here is going on with all possible dispatch, but should you think it better to start at once with, say, 5,000 or 6,000 men and let the others follow soon after, send word by my aid and we can go this week.

I omitted to say that I have seven sailing vessels with one rifled gun each, but I should hardly be able to use them in action.

The propellers will draw from 6 to 8 feet each; the sailing vessels, 7 to 9; the floating batteries, 2 feet.

Yours, truly,

A. E. BURNSIDE.

Commodore GOLDSBOROUGH,
Old Point Comfort.

Report of Acting Master Studley, U. S. Navy, commanding U. S. S. Young Rover, regarding affairs in York River.

U. S. S. YOUNG ROVER,
York River, December 10, 1861.

SIR: I have the honor to report that I let go my anchor on the evening of November 7, Too's Point bearing S. S. E., distant 1 mile.

Friday morning saw eight schooners just inside of us, distant about 3 miles, under the protection of the guns on Gloucester Point.

Troops are constantly seen moving about on shore, and the noise of drums and the firing of cannon is distinctly heard at all hours of the day and occasionally during the night. The shot from the guns at Yorktown and Gloucester Point strike about 2 miles from us.

We have as yet seen no indications of the building of batteries on shore on either side of us.

Judging by the collection of small vessels at Yorktown, it is not improbable that an attack upon us may be in preparation by the enemy.

Mr. Bunker, commanding the supply boat *General J. E. Wool*, is here destitute of a compass, his own having been broken since he left Hampton Roads. I have supplied him with one, to be returned to you upon his arrival at Hampton Roads.

The engineer reports a leakage in the boiler, which he doubts his ability to stop for want of the proper tools and materials; otherwise the ship is in good working order.

Very respectfully, your obedient servant,

I. B. STUDLEY,
Acting Master, Commanding.

[Commodore GOLDSBOROUGH,
Hampton Roads.]

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, to proceed with that vessel to Baltimore for repairs.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, December 10, 1861.

SIR: Proceed with the *Louisiana*, under your command, to Baltimore, and on your arrival there put yourself in communication with Carpenter James McDonnell, U. S. Navy, and say to him that I wish your vessel repaired and made ready for service without delay. Consult economy and expedition in all your requisitions and have nothing done that can be safely delayed for a while.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding A. MURRAY,
Commanding U. S. S. Louisiana.

Report of Lieutenant Arnold, U. S. Navy, commanding U. S. S. Mystic, of preparations for departure to Hampton Roads.

U. S. S. MYSTIC,
Off Naval Magazine, Hog Island, Pa., December 11, 1861.

SIR: I have the honor to inform the Navy Department that I left the navy yard, Philadelphia, this morning and that I am now taking in powder and shell. When I have received the same on board I shall, in obedience to the order of the Navy Department of November 29, proceed without delay to Hampton Roads.

I transmit a complete muster roll of the officers and crew of this vessel.

I am, respectfully, your obedient servant,

H. N. T. ARNOLD,
Lieutenant, Commanding U. S. S. Mystic.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, of the arrival of that vessel in Hampton Roads.

U. S. S. LOUISIANA,
Baltimore, Md., December 12, 1861.

SIR: I have the honor to report the arrival from Hampton Roads of this vessel. She is here by order of Flag-Officer L. M. Goldsborough for repairs.

She will be ready for service by Thursday next.

Very respectfully, your obedient servant,

A. MURRAY,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Murray, U. S. Navy, commanding U. S. S. Louisiana, of the reestablishment of the Cape Charles light-house.

U. S. S. LOUISIANA,
Baltimore, Md., December 12, 1861.

SIR: I have the honor to report that on the 9th instant, with the aid of this vessel and under my orders, the light-house at Cape Charles (Smith's Island), was put in full operation.

Very respectfully, your obedient servant,

A. MURRAY,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding vessels.

NAVY DEPARTMENT, *December 12, 1861.*

SIR: You will please send the *Commodore Perry* and *Commodore Barney* to Port Royal without their armament.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Brigadier-General Burnside, U. S. Army, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting a list of the vessels of his fleet.

NEW YORK, *December 12, 1861.*

MY DEAR COMMODORE: Enclosed I hand you list of my armed vessels, with a statement of their tonnage and armament. Everything connected [with] the expedition here is moving on rapidly, and I am satisfied that the vessels will all be off by the last of the week, so that by the first of the next I shall have transportation at Annapolis sufficient for my whole command, from 12,000 to 15,000 men. You can judge better than myself as to the time it will require to embark them.

The information you ask in reference to signals, etc., I give in Captain Hazard's own words.

In addition to Blunt's Maritime Signals, which all of my vessels have, each armed vessel of my expedition (fourteen in number) will be furnished here by Blunt with a set of naval signals as you wished. Therefore, will you have the kindness to arrange signals for them in a little book as you proposed?

I shall leave here on Saturday night for Washington and hope to meet you soon after.

Yours, very truly,

A. E. BURNSIDE.

Commodore GOLDSBOROUGH, U. S. Navy.

[Enclosures.]

Armament and tonnage of General Burnside's fleet.

Steamers (propellers).	Tonnage.	Armament.
Chasseur	330	2 12-pounder rifled guns.
Zouave	200	1 30-pounder Parrott gun; 2 12-pounder fieldpieces, rifled.
Vidette	275	1 30-pounder Parrott gun; 2 12-pounder fieldpieces, rifled.
Pioneer	338	1 30-pounder Parrott gun; 2 mountain howitzers, 12-pounders.
Sentinel	312	1 30-pounder Parrott gun, 2 fieldpieces, rifled 12-pounders.
Picket	*a* 200	1 30-pounder Parrott gun and 2 other light guns.
Ranger	348	1 30-pounder Parrott gun; 2 fieldpieces, rifled 6-pounders.
Lancer	400	1 30-pounder Parrott gun; 2 fieldpieces, rifled 6-pounders.
Hussar	350	1 30-pounder Parrott gun; 2 fieldpieces, rifled 6-pounders.

a About.

Floating batteries.	Length.	Armament.
Bombshell	96 feet long	2 Dahlgren rifled boat guns, 12-pounders; 2 mountain howitzers, 12-pounders.
Grapeshot	do	Do.
Grenade	do	Do.
Rocket	do	3 rifled Dahlgren boat guns, 12-pounders; 1 fieldpiece, rifled 6-pounder.
Shrapnel	do	Do.

And one steamer of light draft of water to transport these batteries. The seven sailing vessels marked on printed list with a cross are armed, but the guns are to be taken from them in case of an anticipated action and put on the floating batteries, thus arming the batteries as above.

Signal letters for the vessels attached to General Burnside's fleet.

	New names.	Old names.
J. S. D. C.	Bombshell	None.
H. S. K. R.	Cadet	Do.
H. S. K. P.	Chasseur	St. Nicholas.
H. S. K. Q.	Cossack	Eastern City.
J. B. K. W.	Dragoon	Remington.+
J. S. D. F.	Grapeshot	None.
H. L. W. V.	Grenade	Do.
J. S. D. B.	Guerilla	Mary J. Kimball.+
J. S. C. W.	Guide	Admiral.
K. B. Q. R.	Highlander	Clairmont.+
K. B. Q. P.	Hussar	Davis.
K. T. Q. W.	Lancer	Duchess.
L. S. D. Q.	Picket	Philadelphia.
L. S. D. P.	Pioneer	Sherman.
M. B. T. W.	Ranger	Holly.
M. B. V. C.	Recruit	Stampede.+
M. B. V. D.	Rocket	None.
M. J. F. K.	Scout	Geo. Davis.+
M. J. F. H.	Sentinel	Mayo.
M. J. F. N.	Shrapnel	None.
M. J. F. L.	Skirmisher	Mary C. Hopkins.+
M. T. S. G.	Vidette	Reliance.
M. T. S. H.	Voltigeur	Jacob Merrill.+
N. G. F. W.	Zouave	Marshal Ney.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, giving information regarding the blockade runner Bruce.

NAVY DEPARTMENT, *December 13, 1861.*

SIR: I submit for your information the following extract from a letter from a female passenger in the steamer from Fort Monroe to Baltimore:

The *Bruce* arrived 21st September, and after much opposition and delay, as detailed in our letters, by the vessel and via Tampico, we have at last got her loaded. * * * Captain Muir thinks he will have a chance to get safely to sea in a few days, as the blockade is very irregular and ineffectual. A vessel came in safely this week. * * *

The letter is dated at Wilmington, 21st November, 1861, and enclosed a draft for parties in England.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Volunteer Lieutenant Browne, U. S. Navy, commanding U. S. bark Fernandina, transmitting report of a slight affair in Little River Inlet, North Carolina, December 13, 1861.

U. S. BARK FERNANDINA,
Off Wilmington, December 14, 1861.

SIR: I have to report that a succession of calms since leaving Hampton Roads protracted my passage to this place. On the 11th instant I took a heavy gale from N. N .E., which lasted thirty-six hours. The side lights leak much worse than before they were fixed.

Enclosed please find a tabular statement of vessels spoken and boarded as per your instructions, and also an official report of an affair which took place on the 13th instant off Little River Inlet.

Very respectfully, your obedient servant,

GEO. W. BROWNE,
Acting Volunteer Lieutenant, in Command.

Flag-Officer L. M. GOLDSBOROUGH,
U. S. S. Minnesota, Hampton Roads.

[Enclosure.]

U. S. BARK FERNANDINA,
Off Wilmington, December 14, 1861.

SIR: I have to report that on the evening of the 13th instant, off Little River Inlet, North Carolina, I observed numerous fires. Some forty were counted in one place, and several others in scattered positions of from 1 to 2 miles apart along the coast.

At 7 p. m. I tacked and stood in to reconnoiter. On nearing the shore I observed several bodies of men, which caused me to believe there was an encampment of Confederate troops and the distant fires were their picket guard.

After having burned a preparatory signal and receiving no answer, I opened fire with my starboard battery on the men and fired, several of the shots being heard to strike some hard substance very distinctly.

At this time the vessel was within 700 yards of the beach in 4 fathoms of water; could see the men on shore running plainly. After firing three rounds with the starboard battery, tacked ship and fired one round of shot and one shell from port battery. By this time the fires were mostly extinguished. Secured the batteries and proceeded on our course.

From the appearance of things I am now led to believe the fires were signals for some vessel endeavoring to run a cargo.

Having stood close in during the morning, and seen several men on the beach, they perhaps supposed I was the vessel expected, or one wishing to run the blockade.

Very respectfully, your obedient servant,

GEO. W. BROWNE,
Acting Volunteer Lieutenant, in Command.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding U. S. steamers Delaware and Mystic.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, December 14, 1861.

SIR: I have the honor to report that the U. S. steamers *Delaware* and *Mystic* both arrived here yesterday. The latter vessel I have ordered off the Rappahannock River to relieve the *Valley City*, whose services, after preparing her properly, I shall need in the forthcoming expedition.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Since writing the above the propeller *Henry Brinker* has also arrived here.

Very respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

Report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, of relief extended to the American ship A. M. Lawrence.

U. S. S. CAMBRIDGE,
Off Cape Henry, Virginia, December 14, 1861.

SIR: I have the honor to report that at daylight on the morning of Thursday, the 12th instant, the American ship *A. M. Lawrence*, from Amsterdam to Baltimore, in ballast, was discovered in close proximity to the breakers in Lynn Haven Bay. We relieved her by towing, procured a pilot for her, and she left for her destination.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding a request for cooperation with the Army against an anticipated attack from the enemy.

U. S. FRIGATE CONGRESS,
Newport News, December 14, 1861.

SIR: General Mansfield paid me a visit to-day and informed me that he anticipated an attack on his camp from ten or more thousand of the enemy. His plan is to meet them at the outermost picket and take with him from the camp all of his disposable troops. To enable him to muster as large a force as possible, he wishes assistance from the ships of sailors to man seven guns on the upper and rear sides of his barricades, our field howitzers to operate with his field artillery, and our marines as regular troops, to show an example of military discipline to the militia infantry.

He thinks the attack will be made on the camp alone. I think if an attack is made it will be a combined one of the enemy's steamers and land forces on our shipping and camp. I told the general so, and also that in such case we should have to take care of ourselves and could render him no assistance. He has no idea of when the attack, if any, will be made; it is all surmise with him.

Very respectfully, your obedient servant,

W. SMITH,
Commanding U. S. Frigate Congress.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Arnold, U. S. Navy, commading U. S. S. Mystic, to proceed to duty off Rappahannock River.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, December 14, 1861.

SIR: Proceed with the U. S. S. *Mystic*, off the Rappahannock River, and report yourself to Lieutenant Commanding Albert G. Clary for

blockading service thereat. You are to remain on this duty until further orders, unless it should become absolutely necessary for you to do otherwise.

Herewith you will receive various printed papers, embracing general instructions, to be strictly observed by all under my command; general directions for commanding officers on blockading service, etc.

On reaching the Rappahannock, I wish you to say to Lieutenant Commanding Clary that I want him to send the *Valley City* to this place forthwith. With that vessel you can exchange pilots.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding H. N. T. ARNOLD,
Commanding U. S. S. Mystic.

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the withdrawal from his command of the U. S. S. Quaker City

Unofficial.] NAVY DEPARTMENT, *December 14, 1861.*

MY DEAR COMMODORE: I am sorry we must divert the *Quaker City* from you. It seems Palmer was blockading the *Sumter* at Martinique and she gave him the slip. The Secretary feels so deeply in the matter that he has directed a relief to be sent at once, and Palmer is to come out, and the *Quaker City* and *Iroquois* must keep at it. If you wish the *Barney* and the *Perry*, keep them for your blow, though Du Pont will growl.

Yours, truly,

G. V. FOX,
Assistant Secretary.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, of the capture by that vessel of the sloop Havelock.

U. S. SLOOP OF WAR JAMESTOWN,
Lat. —, Long. —, December 15, 1861.

SIR: On the 12th instant Commander Glisson, in the *Mount Vernon*, arrived off Cape Fear, and communicated with me and at the same time with the bark *Amanda*.

After directing the *Amanda* to proceed to New Inlet, to ascertain what vessel was blockading that entrance, he ran in to anchor near the bar on the west side of the shoals.

I stood out with this ship toward the end of the shoal. A heavy gale came on, compelling me to heave the ship to. She drifted during the gale, which lasted two days and a half, to the southward and westward off Cape Romain. This morning, while standing on our course toward Cape Fear, overhauled and captured the sloop *Havelock*, with a British register. The vessel was formerly the *Noank*, built in Connecticut. She shipped her crew on the 6th of October in Charleston, S. C., and ran the blockade without any clearance. She is now cleared from Matanzas for Philadelphia. The master remarked that he was starving,

and had to do something for a living. She has a cargo of cigars and coffee, but had no manifest filled. When asked for it, he replied that it was not necessary to fill it until within 3 leagues of the land.

The *Amanda* is almost out of water and must be supplied to enable her to go north. This ship's allowance will be reduced so far as to compel me to start on my return to Hampton Roads by the 25th, unless the *Mount Vernon* can give the supply, in which case I can remain a few days longer.

I have the honor to be, very respectfully, your obedient servant,

CHARLES GREEN,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

A clearance was afterwards found stowed away, signed by the collector and naval officer. It is a regular Confederate States paper.

C. GREEN.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding the blockade of Wilmington, N. C.

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., December 15, 1861.

SIR: I have to report to you that I arrived off this port on the 11th instant and have been since that time actively engaged in blockading this place.

The water on board of the bark *Amanda* being nearly exhausted, I have ordered her to proceed to Hampton Roads to fill up with everything that she may require. The *Jamestown* has but twenty-five days' water on board, and the coal on board of this vessel will be out about the 1st of January, 1862.

I have ordered the commander of the *Amanda* to use every exertion to return as soon as possible. The bark *Fernandina* arrived here yesterday, and I have directed her to cruise off New Inlet, to the northward of the Frying Pan Shoals.

There are two armed steamers in the river, viz, the *North Carolina* and the *Uncle Ben*. They show themselves near the fort occasionally. I shall keep a good lookout for them.

We are all well on board, and everything is quiet off Wilmington.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding the Atlantic Blockading Squadron.

Report of Acting Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, of the cruise of that vessel from Boston, and the capture of the schooner Mary E. Pindar.

U. S. BARK GEMSBOK,
Off Beaufort, N. C., December 15, 1861.

SIR: In compliance with instructions, I herewith send you at the earliest opportunity a list of the officers and crew of this vessel from the date of leaving Boston, the time of her going in commission, August

30, 1861, to December 15, 1861, inclusive. Also I would make mention that on September 22 I captured the schooner *Mary E. Pindar*, of Edenton, N. C., and placed a prize master (Burke) and crew on board of her and dispatched her to Hampton Roads, where I learned, on my arrival there, through the pilot, she had arrived. Since then I have heard nothing from her.

On the 12th November, when running down the shore toward Bogue Inlet, fell in with the wreck of the steamer *Union*, one of the Port Royal expedition. A great number of people were collected on and around her, engaged in removing what remained valuable in her. I opened a brisk fire on them, which effected their immediate dispersal. No doubt several of them were killed, as the shells fell amidst them.

On the 18th of November the U. S. propeller *Mount Vernon*, Commander Glisson, arrived here. I reported to him, after which I ran down to Bogue Inlet, where I saw several schooners, large and small, inside of the inlet, which I communicated to the commander, who directed me to proceed there. Being 8 feet of water on the bar, no doubt it has been heretofore a thoroughfare for vessels transporting their cargoes through Bogue Sound to Beaufort.

Two large ships are lying in Beaufort harbor; to all appearances from this vessel, [they] are discharging their cargoes and fitting themselves out for war purposes.

I have the honor to remain, very respectfully, your obedient servant,

EDW. CAVENDY,
Acting Lieutenant, Commanding.

L. M. GOLDSBOROUGH,
Flag-Officer, North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

WASHINGTON, *December 16, 1861.*

Proceed immediately to Washington and report at the Department.

GIDEON WELLES,
Secretary Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to proceed to duty off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, December 16, 1861.

SIR: Proceed with the U. S. S. *Monticello* under your command off Wilmington, N. C., and report yourself to the senior U. S. naval officer now there for blockading service.

Herewith you will receive one copy of Upton's Maritime Warfare and Prize for the *Monticello's* library, another copy for that of the *Mount Vernon*, and a third for that of the *Jamestown*.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding D. L. BRAINE,
Commanding U. S. S. Monticello.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, forwarding information regarding the British bark Neptune.

NAVY DEPARTMENT, *December 16, 1861.*

SIR: The following information has been communicated to the Secretary of State by the United States consul at Bermuda under date November 23, 1861:

The brig *A. B. Cook* arrived there the previous day, the master of which vessel says he fell in, on the 19th of November, with the British bark *Neptune*, of Falmouth, England, in latitude 30° 40′, longitude 73° 50′.

The master of the *Neptune* enquired about the blockade, stated that he had a cargo of 300 tons of coal, 200 tons of hardware in case, and 40 rifled cannon; that they had been in that vicinity about a week, and were expecting a vessel from Charleston to take this hardware and cannon, and then they were going to a Northern port to sell their coal.

The master of the *A. B. Cook* was disposed, from the appearance of things, to place more confidence in the statement of the seamen than in that of the master of the *Neptune*.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer W. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, transmitting information regarding the arrival of vessels at Nassau carrying produce from Southern ports.

NAVY DEPARTMENT, *December 16, 1861.*

SIR: I submit herewith an extract from a dispatch dated 21st November, 1861, received by the Secretary of State from the consul-general at Havana, in relation to the arrival of vessels at Nassau with produce from Southern ports.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

[Enclosure.]

CONSULATE-GENERAL OF THE UNITED STATES OF AMERICA,
Havana, November 21, 1861.

SIR: I have the honor to acknowledge the receipt of your dispatches of the 5th and 6th instant, the latter to Mr. Savage, who begs me to express his gratification at your kind expression of approval of his services.

I am highly pleased that the U. S. S. *Santiago de Cuba*, Commander Ridgely, has been ordered to these waters. She arrived on the 17th and again left the harbor on the morning of the 19th. She came at the right time, as many vessels were here loading for Southern ports, and others arriving daily for the same purpose. Commander Ridgely will therefore have opportunities for carrying out his instructions.

I learned yesterday from a reliable source from Key West, that fourteen small vessels went into Nassau last week with produce from Charleston, Savannah, etc., and changed their flags to the English. The arrivals of such vessels to take cargoes for the blockaded ports have been so numerous of late that it is becoming difficult to keep the run of them. It is expected, however, that the presence of an efficient armed steamer will check the business very effectually.

With great respect, your obedient servant,

R. W. SHUFELDT,
Consul-General.

Hon. F. W. SEWARD,
Assistant Secretary of State of the United States.

Report of Captain Van Brunt, U. S. Navy, commanding U. S. flagship Minnesota, transmitting documents in the case of the schooner Charity.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, December 18, 1861.

SIR: I have the honor herewith to enclose for your information copies of a report by Lieutenant Commanding Werden of the U. S. S. *Stars and Stripes*, with accompanying documents, marked, respectively, A and B, concerning the seizing of the schooner *Charity*, of Providence, R. I.

By order of flag-officer commanding North Atlantic Blockading Squadron:

Very respectfully,

G. J. VAN BRUNT,
Captain, Commanding Flagship.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. STARS AND STRIPES,
Hatteras Inlet, December 17, 1861.

SIR: On Sunday, the 15th instant, the schooner *Charity*, of Providence, R. I., Captain A. F. White, arrived here with a general cargo on board, a list of which is herewith enclosed, marked A. By the papers on board it appears that she cleared from Providence on November 13, for Alexandria, Va., but instead of proceeding to that port went to Baltimore. From Baltimore she again sailed under a license (a copy of which is enclosed marked B) which expressly forbids her proceeding to any port south of Maryland, under penalty of confiscation. For these reasons, the nature of the cargo, the deliberate violation of the license, and the evident intention of trading with the enemy, I have seized her and sent her to New York in charge of a prize crew for adjudication.

I am, very respectfully, your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

[Subenclosures.]

A.

Manifest of the whole cargo on the schooner Charity, Arthur Fenner White, master; burden, 127$\frac{76}{95}$ tons, bound from the port of Providence for Alexandria, Va.

[Shipper, James F. Simmons; residence, Johnson, R. I.; consignees, To order.]

No. of entry.	Packages and contents.	No. of entry.	Packages and contents.
1	1,000 bushels salt.	9	26 bales gunny cloth.
2	100 sacks salt.	10	46 cases boots and shoes.
3	5,000 bags salt.	11	175 wool sacks.
4	21 cases and bales of merchandise.	12	60 pair pants.
5	37 barrels and hogsheads sugar.	13	8 barrels cider.
6	20 bags coffee.	14	20 barrels potatoes.
7	171 coils rope.	15	1 barrel apples.
8	100 kegs nails.		

I, A. F. White, master of the schooner *Charity*, of Providence, do solemnly swear to the truth of the within manifest, and that to my best knowledge and belief the duties on such articles therein as by the laws of the United States are subject to duty, have been paid or legally secured, so help me God.

ARTHUR F. WHITE.

DISTRICT AND PORT OF PROVIDENCE, *November 13, 1861.*

A. F. White, master of the schooner *Charity*, of Providence, having sworn as the law directs to the truth of the within manifest, consisting of fifteen articles of entry and delivered a duplicate thereof, permission is hereby granted to the said schooner to proceed to the port of Alexandria, in the State of Virginia.

Given under our hands at Providence the day and year above mentioned.

ALEXANDER EDDY,
Deputy Collector.
J. M. FISHER,
Naval Officer.

B.

CUSTOM-HOUSE, *Baltimore, December 7, 1861.*

The schooner *Charity*, whereof A. F. White is master, is hereby permitted [to proceed] to Alexandria, Va., but at no time or place, under any circumstances whatever, to receive on board any goods for the States in rebellion, or allow any other person or persons to use said vessel for such purpose; nor shall said vessel be allowed to touch any coast south of Maryland, and in no instance to board, or allow anyone else to board, any foreign vessel for any purpose whatever, either going or returning, nor to take on board any passenger, baggage, or goods of any kind from said vessel without a special permit from the custom-house, under the penalty of the confiscation of said vessel, per act of Congress approved July 13, 1861.

This permit to be good until the 31st day of December.

WM. THOMAS VALIANT,
Deputy Collector.

Letter from the assistant U. S. attorney of Massachusetts to the Secretary of the Navy, transmitting information regarding the Confederate schooner Kate Hale.

OFFICE OF UNITED STATES ATTORNEY,
District of Massachusetts, Boston, December 18, 1861.

SIR: I have the honor to enclose to you a copy of a letter which I have received to-day from St. John, New Brunswick, from a correspond ent whom I know to be reliable.

I am, very respectfully, your obedient servant,

THORNTON K. LOTHROP,
Assistant U. S. Attorney.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

ST. JOHN [NEW BRUNSWICK], *December 14, 1861.*

DEAR SIR: The Confederate schooner *Kate Hale*, Captain Benton, arrived here yesterday with a full cargo of naval stores, ten days from Georgetown, S. C.

She has hauled in and no doubt intends to discharge here, being consigned to W. and R. Wright, the parties who assisted the *Alliance* while here. It would be well to have a cruiser on the lookout for her when she leaves. She could easily be discovered before getting out of the bay.

Description.—A fore-and-aft schooner of about 90 tons, clean built, with gaff-topsails, jib, and flying jib; white, clean-looking sails, well stayed, with cloths running diagonally. The flying jib has a small square patch in the center of it.

Respectfully,

ANDRE CUSHING.

T. K. LOTHROP, Esq.,
Boston.

Letter from W. H. Lyons, esq., to the Secretary of the Navy, regarding the preparations of the Confederates at the Norfolk navy yard and vicinity.

PORTSMOUTH, VA., *December 18, 1861.*

DEAR SIR: Permit me to lay before you a few facts connected with the Gosport [Norfolk] navy yard and the neighboring vicinity.

First. The steamer *Merrimack* is now in the dry dock. She has been cut down 2 feet below the water line and a roof or covering of wood 28 inches thick at an angle of 30 degrees. There is 10 feet of the top flat, with a heavy grating of wrought iron, and the balance is covered with plates of iron 3 inches thick. The bow has a casting made in the shape of wedge and weighing 2 tons for the purpose [of] sinking ships. She is to carry eight guns of large caliber, three on a side and one on the bow, to command three portholes. The one on the stern commands only one. These guns were made in Richmond and rifled in this yard, and they calculate to have her finished by the 1st of February.

Second. There are three Englishmen now in the yard who have been imported to manufacture Armstrong guns. They have got the furnaces up and are putting up a heavy trip hammer and I think they will be ready to commence work by the 1st of January.

Third. They are now raising the two old 74s which were sunk and are going to sink them in the channel at Craney Island, where they have driven spiles and fastened anchor chains from one to the other to keep the ships from coming up. They are very badly frightened since the taking of Port Royal and threaten to burn the yard and the two cities, provided the Yankees come to take the place, but it is all balderdash. They are frightened almost to death and will make a good run.

Fourth. They have thrown up an entrenchment around Portsmouth, commencing a little below the naval hospital and running in a southwesterly direction and terminating about 1 mile above the navy yard. Where it crosses the railroad they have a North Carolina regiment stationed and three 32-pound guns mounted and some seven or eight others at different points along the line.

Fifth. The whole available force in and around Portsmouth and Norfolk and up as far as Suffolk does not exceed 15,000 troops and there is one-third of them that will not fire a gun at the glorious Star-Spangled Banner and there is over one-half of the citizens of Portsmouth and Norfolk that are waiting patiently for the time to come when the stars and stripes will wave again triumphantly from the same flagstaff where it floated for many years.

Sixth. Although I do not wish or intend to dictate to the Government, I think that this yard ought to be taken as soon as possible before they get to manufacturing those Armstrong guns; and not only that, this yard is the mainstay of the bogus Confederacy. They are manufacturing at the rate of 150 shot and shell per day and are now building three gunboats to be propelled by steam and the machinery to be built in the yard, also all the boats in North Carolina have their repairs done here and they are rifling all the guns that were left in the yard.

There is a great deal of dissatisfaction existing amongst the people, and the Union men are beginning to breathe more free.

The bearer of this letter you will please to allow to return and bring such little trinkets she may want for her own family, for I can vouch for her that no secessionist will ever be benefited by her.

It is now midnight, and I hope you will excuse any mistakes, and may the Almighty God, the Ruler of the Universe, give you health and strength to see our country happy and prosperous.

With respect, I remain, your most obedient,

W. H. LYONS.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—If you will refer to your files in the clerk's office you will know who I am. I was an applicant for the post of master machinist in the Gosport [Norfolk] navy yard in April last, and you will find my name also in the list of those who voted against the ordinance of secession.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of the chase of a steamer supposed to be the Mariner.

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., December 20, 1861.

SIR: I have to report to you that this morning at half past 8 o'clock a haze, which had been over the land all the morning, having lifted,

we discovered a steamer close to the shore at a distance of about 3 miles from Fort Caswell and 4 miles from this vessel.

We immediately slipped our cable and stood inshore, making all necessary sail and a full head of steam to endeavor to cut off her retreat.

We opened fire from our bow gun, the shot from which fell short by over half a mile.

We chased as far as we could with safety to this vessel, and until she had taken shelter at a wharf just above the fort.

The chase was a small side-wheel steamer, supposed to be the *Mariner*, and is, I imagine, a steamer that we saw laying at the wharf near the fort about sunset last night.

Lieutenant Commanding Braine, of the U. S. S. *Monticello*, came to our assistance directly that he heard the report of our guns, but he arrived too late to render us any help with his rifled gun. I feel no hesitation in stating that I am convinced that had this vessel carried guns of a greater range we should have crippled the steamer, and probably have driven her on shore, so that we could have destroyed her.

I would state to the flag-officer that one steamer is quite insufficient, in my opinion, to effectually blockade the two entrances on this side of the shoal, as the sailing vessels are liable to be blown off the coast by a northeast gale, as has been the case with the U. S. sloop *Jamestown* and the other sailing vessels of the blockade.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding the Atlantic Blockading Squadron.

Letter from George D. Morgan, esq., to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding purchased vessels.

NEW YORK, *December 20, 1861.*

SIR: Under instructions from the Assistant Secretary of Navy, I send to you steam ferryboat *Hunchback*, steam ferryboat *Southfield*, propeller *Zouave*, propeller *Dragon*.

Captain Woodhull is requested to deliver them to you at the earliest possible moment.

I am, respectfully, yours,

GEO. D. MORGAN.

Flag-Officer GOLDSBOROUGH,
Hampton Roads.

Report of Acting Master Studley, U. S. Navy, commanding U. S. S. Young Rover, regarding batteries on the York and Poquosin rivers, and the crossing by small boats of the York River.

U. S. S. YOUNG ROVER,
York River, December 22, 1861.

SIR: I have the honor to report that on the morning of the 18th, saw a body of men at work on the shore about 2 miles to the westward

of us, and on the north side of the river; also saw a gun mounted so as to command the entrance to the river. Have seen these small bodies of men several times since. At one time saw four horsemen, three dressed in gray and one in dark blue uniform. They rode along the beach about 2 miles, and disappeared in the woods which skirt the shore at this point.

A camp is visible about halfway from the mouth of the river to Yorktown, the drums of which we can distinctly hear morning and evening. There is also a battery of at least two guns at the mouth of the Poquosin River. We have seen the smoke of its guns several times, also a volume of smoke arising constantly for two days, evidently the burning of undergrowth to make more room. At 1 o'clock p. m. on the 16th saw a large volume of smoke at Yorktown, which continued to arise until after nightfall.

Small boats are constantly crossing the river above us, and a sloop visits the battery first spoken of every morning.

I would also report that we have but eight days' wood, and twenty days' water, and twenty-five days' coal. Being obliged to haul out into the bay to draw the fires and repair the boiler slightly, I deem it advisable to send the paymaster with this and to ask for instructions with regard to the batteries and the permitting of communications by the sloop and small boats above mentioned.

Very respectfully, your obedient servant,

IRA B. STUDLEY,
Acting Master, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Wells, U. S. Navy, commanding U. S. S. Isaac N. Seymour, to proceed to Baltimore with that vessel for repairs.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, December 22, 1861.

SIR: Proceed to Baltimore with the U. S. S. *I. N. Seymour* under your command and, on your arrival there, communicate the fact to the superintendent of repairs, Carpenter James McDonnell, U. S. Navy, residing at No. 68 Broadway, corner of Mullikin street, and inform him that it is my order the boiler of your vessel be patched immediately and without a moment's unnecessary delay.

The chief engineer of this ship states that the work can be done in thirty-six hours by working day and night, and as the vessel is wanted for immediate service, it is highly important that it should be done in that time if possible. When the repairs are completed you will return here with all dispatch.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master F. S. WELLS,
Commanding U. S. S. I. N. Seymour.

Order of Commander Smith, U. S. Navy, commanding U. S. ship Congress, to Lieutenant Davenport, U. S. Navy, commanding U. S. S. Hetzel.

U. S. FRIGATE CONGRESS,
Newport News, December 23, 1861.

SIR: You will proceed early to-morrow morning to Hampton Roads, and report to the flag-officer.

Very respectfully, your obedient servant,

W. SMITH,
Commanding U. S. Frigate Congress.

Lieutenant Commanding H. K. DAVENPORT,
U. S. S. Hetzel.

Should it be your day for the lookout, direct the next one to take your place.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting information regarding plans of the Confederates for an attack upon Fort Hatteras.

NAVY DEPARTMENT, *December 23, 1861.*

SIR: I enclose herewith a copy of a letter from General Wool to General McClellan.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, December 20, 1861.

GENERAL: I have reliable information that the Confederates are preparing at Norfolk a fleet of eleven gunboats with which to attack Hatteras. They will leave about the 30th instant and proceed through the canal and then down the sound. A number of gunboats of light draft of water ought to be sent immediately to Hatteras.

I am, respectfully, etc.,

JNO. E. WOOL,
Major-General.

Major-General GEO. B. MCCLELLAN,
Commanding the Army.

Report of Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, giving information regarding Fort Macon, Beaufort Harbor, North Carolina.

U. S. S. ALBATROSS,
Off Beaufort, December 24, 1861.

SIR: I send the *Braziliera* to Hampton Roads for water, and in her the supercargo and crew of the *Herndon* or *Jane Campbell.*

Three contrabands came off on the 20th instant. One, a quite intelligent boy, employed as a servant in the fort, answers my questions in this way:

The fort is commanded by Colonel White, formerly of our Army. There are about 400 men within the walls. There are casemates (describing them) with a curtain in front, but no guns mounted; they are used as quarters for men and officers, there being no others. There is a battery of four guns on Harker's Island. The Confederate flag was at half-mast yesterday for a surgeon and two soldiers, who cut their own throats rather than serve. I saw the bodies.

In all he counts up about 2,000 regulars at six different points near the fort, and the militia of the neighborhood in training. You can judge better than I what this is worth. He could not tell the number of guns. With 500 men and six guns, with entrenching tools, I will be answerable for taking and holding against all comers the harbor on Shackleford Bank, if it should be desirable as a rendezvous. It is an excellent shelter, except from S. W. winds, which are not common at this season.

All is quiet here; nothing enters or gets out.

I send a communication from Commander Armstrong.

I am, sir, very respectfully, your obedient servant,

GEO. A. PRENTISS,
Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Giddings, U. S. Navy, commanding U. S. S. Henry Brinker, to proceed to Baltimore for repairs.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, December 24, 1861.

SIR: Proceed to Baltimore with the U. S. S. *H. Brinker* under your command, and on your arrival there communicate the fact to the superintendent of repairs, Carpenter James McDonnell, U. S. Navy, No. 68 Broadway, corner of Mullikin street, and inform him that it is my order the vessel be immediately taken on the ways and the leaks stopped.

The vessel is wanted for service and it is highly important the repairs should be made with all dispatch. When they are completed you will return to this place.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master JOHN E. GIDDINGS,
Commanding U. S. S. Henry Brinker.

Report of Acting Volunteer Lieutenant Browne, U. S. Navy, commanding U. S. bark Fernandina, of the capture of the schooner William H. Northrup.

U. S. BARK FERNANDINA,
Off Wilmington, December 25, 1861.

SIR: I have to report that on the morning of the 25th instant, Cape Fear, bearing N. W. ¼ W., 25 miles, I took as a prize the schooner *William H. Northrup*, Joseph A. Silliman, master, purporting to be bound for New York.

On overhauling her papers I found she ran the blockade from Wilmington on the 31st of October last, loaded with rice, etc., which she disposed of at Havana, taking in coffee, drugs, etc., in return (please see invoice of cargo). She left Havana about the 30th of November with Spanish clearance of that date, British consulate certificate of that date also.

She is 22 $\frac{74}{100}$ tons, was built at Wilmington in 1859, and her British certificate of register dates August 12, 1861, purported to be owned by Joseph Roberts, of Nassau, New Providence.

She has run the blockade twice since, being under British colors, and was attempting it the third time. In fact, she is a regular trader. There is abundance of evidence among her papers to condemn her. Her captain has been in her since she was built, and acknowledged to be the owner of her at first, but afterwards denied it. He is a Wilmington man; plenty of evidence to that effect. Her crew numbers four, all told, the last of which shipped at Wilmington, October 31, 1861.

I found large quantities of arsenic and strychnine in his writing desk, which he could give no account of, further than he had been accustomed to carry it always with him.

The last British consul's certificate at Wilmington was dated September 29, 1861, the schooner having laid from that date up to 31st of October, 1861, waiting to run by the blockade.

There was no chart or log book to be found on board, and the captain says he is such an old coaster he did not require them.

He judged correctly in respect to the position of the vessel. He says it will ruin him to take his vessel; did not wish to be sent north, because his sails were in such bad condition, forgetting he was bound to New York, according to consul's certificate.

You will see, sir, that circumstances justified me in taking her as a prize. She was undoubtedly awaiting a chance to run into Wilmington. The last three days have been very stormy, the wind blowing a gale from S. E. to S. W. He says he got so close in to get into better weather. He also informed me that he had called at the Bahamas since leaving Havana. His crew states they shipped at Havana, but I can find no account of such shipment among his papers.

Very respectfully, your obedient servant,

GEO. W. BROWNE,
Acting Volunteer Lieutenant, in command of U. S. bark Fernandina.

Flag-Officer L. M. GOLDSBOROUGH,
U. S. S. Minnesota, Hampton Roads, Virginia.

P. S.—Enclosed please find a true copy of invoice* of cargo, and also copy of her last clearance from Wilmington, and manifest of the last cargo she ran into Wilmington.

Very respectfully,

G. W. B.

[Enclosures.]

HEADQUARTERS DISTRICT OF THE CAPE FEAR,
Washington, October 28, 1861.

The schooner *William H. Northrup*, Silliman, master, laden with lumber and rice, bound for Cuba, has permission to proceed to sea.

By order Brigadier-General Anderson:

ROSCOE B. HEATH,
Assistant Adjutant-General.

*Not necessary to publish.

Report and manifest of the cargo laden on board of the schooner William H. Northrup, whereof Joseph A. Silliman is master; burden, 22.74 British tons, owned by Joseph Roberts, residing at Nassau, New Providence, as per register granted at Nassau, New Providence, the 12th day of August, 1861, which was taken on board at the Bahamas and bound for ———.

Packets—Contents.	Where shipped.
31 bags coffee	Nassau, New Providence.
10 barrels muscovado sugar	Do.
500 bushels salt	Lee Stocking Island.

J. A. SILLIMAN.

ELEUTHERA, BAHAMAS, *August 24, 1861.*

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Chaplin, U. S. Navy, commanding U. S. S. Valley City, to proceed to duty in Hatteras Inlet.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, December 25, 1861.

SIR: Proceed with the U. S. S. *Valley City* under your command to Hatteras Inlet and report yourself to the senior naval officer thereat.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding J. C. CHAPLIN,
Commanding U. S. S. Valley City, Hampton Roads.

Letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, referring to the expedition to the sounds of North Carolina.

WASHINGTON, D. C., *December 27, 1861.*

MY DEAR COMMODORE: I have your note and will send it to Mr. Seward. The President was over to see me yesterday and said that General McClellan told him that Burnside reported himself absolutely ready. Of course the President feels most anxious to hear of the departure of the expedition as sure for the cause of the Union in its results.

General McClellan has been threatened with a fever, but is now up, but confined to his house.

We shall have no war with England on this question, but it is of the utmost political importance that we should have as many seaports of the enemy as soon [as] possible; it will stop foreign complications.

Will Huger release some of our sailors for those persons paroled by Smith in the Gulf?

I see the accounts of the *Congress* have gone down, and you will have to make the best arrangements you can about getting rid of them. Have the *Perry* and *Barney* and their armament gone to Du Pont?

General Ord, of your State, gave the rebels quite a thrashing in front a few days since.

Yours, truly,

G. V. FOX.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Volunteer Lieutenant Goodwin, U. S. Navy, commanding U. S. bark Amanda, to proceed to duty off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, December 27, 1861.

SIR: Proceed with the U. S. S. [bark] *Amanda* under your command off Wilmington, N. C., and report yourself to the senior naval officer thereat for blockading service.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Volunteer Lieutenant N. GOODWIN,
Commanding U. S. S. [bark] Amanda.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding changes of command.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, December 28, 1861.

SIR: I have the honor to report that the pressing exigencies of the service have rendered it necessary for me to transfer Acting Lieutenant Commanding Edmund R. Colhoun from the command of the *Shawsheen* to that of the *Hunchback*, leaving Acting Master Thos. J. Woodward in command of the former vessel; also, to appoint Richard Pasquell, formerly acting master's mate on board the *Congress*, an acting master in the naval service of the United States, subject to the approval of the Navy Department, with orders to report to Acting Lieutenant Commanding Colhoun for duty on board the *Hunchback*.

I have the honor to inform the Department that the U. S. gunboat *Chippewa* arrived here yesterday afternoon from New York. Finding her draft of water to be 11 feet, I shall dispatch her to-day to cruise off Wilmington, N. C.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Bryson, U. S. Navy, commanding U. S. S. Chippewa, to proceed to duty off Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, December 28, 1861.

SIR: Proceed with the U. S. S. *Chippewa*, under your command off Wilmington, N. C., and report yourself to the senior naval officer there to assist in blockading the place.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding ANDREW BRYSON,
Commanding U. S. S. Chippewa, Hampton Roads.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master French, U. S. Navy, commanding U. S. S. Whitehead, to proceed to duty at Hatteras Inlet, North Carolina.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, December 28, 1861.

SIR: Proceed with the U. S. S. *Whitehead* under your command to Hatteras Inlet, N. C., and report to the senior naval officer thereat.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master CHAS. A. FRENCH,
Commanding U. S. S. Whitehead, Hampton Roads.

Capture of a water tank in Hampton Roads, Virginia, by Flag-Officer Lynch, C. S. Navy, December 29, 1861.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, December 29, 1861.

SIR: Very early this morning a small steamer of the enemy, which may have come out of Nansemond River, was discovered just at daylight, apparently moving from Norfolk thitherward, with a square flag flying on her signal pole forward, which, in the gray of the morning, could not be distinguished, and was at first supposed to be white, indicating a flag of truce. She put after the army transport steamer *Express*, on her way from Newport News to Fortress Monroe, this steamer having in tow our water tank, at the instance of the contractor, for water. The movement, doubtless, was a concerted one to capture the *Express*, which is an unarmed vessel, running regularly, as a passage boat, between Newport News and this place, starting at early daylight every morning from the former point. The *Express*, in order to save herself, let go the tank (an old prize schooner, fitted up for the purpose), whereupon the enemy ran on and took the tank in tow. The moment a hostile intention was detected, all our small vessels at command, eight in number, were put in requisition to capture the enemy, if possible, and recover the tank; but, unfortunately, he was too far off, and his heels too swift to enable them to succeed. He ran, with the tank up toward Norfolk, and was chased by all our small vessels until the forts on Sewell's Point and Craney Island opened on them, both of which they engaged until recalled by my order. An express boat has been running daily, uninterruptedly, between this place and Newport News for several months past; indeed, I believe, ever since hostilities commenced in this quarter.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Hays, U. S. Navy, commanding U. S. S. Morse.

U. S. S. MORSE,
Newport News, December 29, 1861.

SIR: While lying at anchor off Newport News I received orders from Captain Smith, commanding U. S. frigate *Congress*, to proceed immediately down the river and attempt the capture of a rebel steamer which had been lying off Sewell's Point and had steamed out and taken a water schooner which the U. S. S. *Express* was towing down to Hampton Roads.

At 8 o'clock this morning I started in pursuit and at half past 8 commenced firing shells at her, one of which struck the vessel just forward of her paddle box, on the starboard side, and another burst directly over her.

At this time the steamer had got under cover of the three batteries on Sewell's Point, which, with the batteries from Pig Point and Craney Island, immediately opened fire on us.

We exchanged several shots with the batteries, when the steamer *Lockwood* arrived from her picket station and six others from Hampton Roads, which commenced a brisk firing and lasted about half an hour, when they returned to Hampton Roads, leaving us with the steamer *Whitehall* still firing.

We threw four shells directly inside the battery opposite Craney Island and then returned to Newport News to report to Captain Smith, of the *Congress*.

The officers and men acted very bravely through the whole engagement, the officers giving their orders with perfect coolness.

Very respectfully, your obedient servant,

PETER HAYS,
Acting Master, Commanding.

L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Extract from the report* of Flag-Officer Lynch, C. S. Navy.

[DECEMBER 29, 1861.]

The water being too low in the Chesapeake and Albemarle Canal for this vessel (the *Sea Bird*) to proceed to Roanoke Island, we last evening steamed down and anchored in the bight of Craney Island. This morning a little before daylight we weighed anchor and stood across to Newport News. About 7:30 a. m. an enemy's steamer passed out of the James River with a schooner in tow and steered for Fortress Monroe. We immediately gave chase, when she cut the schooner adrift and carried a heavy head of steam, in order to get under the cover of numerous men-of war lying off the fortress. We were fast closing in with her, however, when the explosion of our second shell set her on fire. Believing her destruction was certain, knowing that her crew could be rescued by boats from the vessels not far distant from her, and it being unusual [unsafe] for this vessel to approach her, we steered for and took the abandoned schooner in tow. In the meantime one large steamer from Newport News and ten others from Hampton Roads and the fortress were making their way toward us, when an exciting scene took place. We endeavoring to carry the prize into port, and they making every effort to intercept and by constant firing disable us. Many shells

* From Richmond Dispatch, January 3, 1862.

from the ships and the fortress exploded quite near us and four or five passed immediately over the deck. We succeeded in fighting our way through with the prize in tow without the slightest injury to either, and gratefully attribute our escape to something more than chance or human agency. We know that a large steamer was struck once and a smaller one twice by our shot; the former was reported to be seriously injured. The prize is a large schooner, her hull coated with zinc and filled with water for Fortress Monroe.

[WM. F. LYNCH.]

[Telegram.]

ANNAPOLIS, *December 30, 1861.*

Commodore Goldsborough is here. Come on the 3 o'clock train and I will [send] extra engine to meet you.

A. E. BURNSIDE,
General.

Captain FOX,
Assistant Secretary Navy.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding an expedition from that vessel for the destruction of a light-ship off Wilmington, N. C.

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., December 31, 1861.

SIR: I have to report to you that, having observed that the rebels made use of a light-ship (which was formerly on the Frying Pan Shoals) as a beacon for guiding vessels in and out of the harbor, and for the purpose of annoying us by hoisting lights at night, I determined to take advantage of a hazy night, with the wind offshore, to effect her destruction. I therefore sent the cutter and gig last night at midnight to destroy her if possible.

The cutter I placed under the command of Acting Master Alick Allen, with Mr. John P. Foote, coast pilot, and a crew of five men, who were all well armed. This boat was also well supplied with combustible materials for the purpose of firing the vessel. The gig was under the command of Acting Master Henry L. Sturges, and had a crew of six men, who were also well armed. In going in, this boat took the lead, and, while the cutter was alongside of the light vessel, she laid off on her oars, ready to support her in the event of an attack being made.

From the officers in command of the boats I gather the following particulars: The boats pulled in together until they got within a short distance of the light vessel, on the off side of her from Fort Caswell. The cutter then pulled under the starboard quarter of the vessel, and, by the assistance of a rope found hanging there, the two officers, a boatswain's mate, and a quartermaster climbed on board. They found that she was quite deserted and that carpenters had recently been at work on her, putting up additional berths and cutting gun ports. She was pierced for eight guns—six broadside and two after guns—and had the fighting bolts in the deck, and everything nearly ready for mounting the guns. It was evidently intended to arm her for harbor defense.

They found large quantities of wood lying about, and with the assistance of the combustibles taken in the boat a heap of combustible matter

was soon collected, which, when well saturated with turpentine, was set fire to. The fire was discovered from the fort (which was so near that the voices of the men giving the alarm were distinctly heard by those on board of the light vessel), but no effort was made to molest the boats until they were out of sight. The fort then opened fire from her great guns in the direction of the boats, but they were far removed from harm's way, and we had the pleasure of seeing the vessel burned to the water's edge, and at this time there is not a vestige of her to be seen above the water.

It gives me pleasure to state in this communication that every officer and man in this ship was a volunteer for this expedition.

Much credit is due to the officers and men on this expedition for the able manner in which they discharged this hazardous duty.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding the [North] Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the arrival and departure of the U. S. S. Brooklyn.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 1, 1862.

SIR: I have the honor to state that the U. S. S. *Brooklyn* arrived in these roads in the afternoon of the 29th ultimo, and, having coaled and taken on board an 80-pounder rifled gun, left to join the Gulf Squadron yesterday afternoon.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

MCCLELLAN'S HEADQUARTERS,
Washington, January 2, 1862—5:30 p. m.

If possible, send *Peabody* up. When shall I start my first brigade?

A. E. BURNSIDE.

Commodore GOLDSBOROUGH,
Old Point Comfort, via Baltimore and Fortress Monroe Boat.

Instructions of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding the crews of that vessel and the U. S. ship Cumberland.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, January 1, 1862.

SIR: In reply to your letter of the 28th ultimo I beg to say that the funds for paying off the *Congress's* crew will doubtless be placed in the hands of your paymaster in the course of a very few days, and as soon

as they are so placed those men who are entitled to a discharge are to receive it.

I wish you to direct Commander Livingston to transfer from the *Cumberland* to the *Congress* all the supernumeraries he has on board on a day to be appointed by yourself. I wish to keep your ship as fully manned as possible, but at the present moment there is a great scarcity of men, owing to the demands for the service being so unusually large. After discharging all entitled to a discharge, how many, including the number to be taken from the *Cumberland*, will you have on board; or, rather, by how many will you still be deficient? Inform me, if you please, as early as you can, accurately, upon this point. I will endeavor to send you some from this quarter, at least 100 if possible.

General Burnside has a large number of vessels under his control at Annapolis, and they are about to be moved on a highly important fighting expedition. He is very anxious to secure the services, for say from one to three months, of 100 or more of the men about to be discharged from the *Congress*, and is authorized to pay as high as $25 per month for good seamen and $40 per month for petty officers. I wish, therefore, that you would, in a quiet way, endeavor to induce the proposed number of the right sort to join the general's vessels at Annapolis immediately upon their discharge. Their country really demands their services, and I sincerely trust that the call will be responded to promptly and cheerfully. In a few weeks the men thus volunteering will be at full liberty to seek their pleasure and enjoy the society of their friends. In times like these, duty to one's country should be paramount to every other consideration, and I trust this feeling will animate those upon whom I call.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander WM. SMITH,
Commanding U. S. S[hip] Congress, Newport News, Va.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to the commanding officers of five of the vessels of his command, to proceed to Hatteras Inlet.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, January 2, 1862.

SIR: Proceed to Hatteras Inlet with the vessel under your command, using a sound discretion in time of departing. On your arrival there report to the senior naval officer thereat.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding A. MURRAY,
Louisiana.

Acting Lieutenant R. [T.] RENSHAW,
Whitehall.

Acting Master G. W. GRAVES,
Lockwood.

Acting Master F. S. WELLS,
I. N. Seymour.

Acting Master THOS. J. WOODWARD,
Shawsheen.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the crew of the U. S. ship Congress.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 3, 1862.

SIR: I am happy to say that I shall be able to man the *Congress*, after her present crew is discharged, as follows:

From the Cumberland (of supernumeraries now on board)	45
From the Braziliera	44
From the Brandywine	49
From the Young Rover	30
From the Minnesota	7
From the naval brigade	100
Making in all a total of	275

This, however, will still leave a deficiency of 35 men to complete her crew to the full number allowed. This number, I am satisfied, can be made up hereafter without difficulty.

In order to accomplish this purpose I shall be compelled to let the *Braziliera* lie here with comparatively only a few hands on board until men can be sent from the North to make good the number of 44, which she is to transfer to the *Congress*. Her services from blockading off Beaufort can, in my judgment, be spared for this object, as I have now two good steamers there, viz, the *Albatross* and *State of Georgia*, and also the sailing vessel *Gemsbok*.

I have, furthermore, to accomplish the same purpose, been obliged to resort again to General Wool for a company of the naval brigade to serve temporarily on board the *Congress*, these men to be returned to him as soon as men from the North can be procured to take their places, and he has, with great cheerfulness, acceded to my request. The company in view is in addition to the one with which he is to furnish me for an expedition. I beg to say that the general has been very prompt and exceedingly kind in responding to every demand I have made upon him.

The *Commodore Perry* reached here to-day. Five more vessels were placed under orders yesterday to proceed to Hatteras Inlet, and only await weather to be off. When they arrive there, twelve of this squadron will have been assembled in that quarter. With the rest we are driving on as fast as possible.

The *Keystone State* is now, as reported to me, sufficiently free from disease to be employed on any service the Department may wish. At this moment she is coaling.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the crew of the U. S. ship Congress.

NAVY DEPARTMENT, *January 6, 1862.*

SIR: Your dispatch No. 116, dated the 3d instant, has been received. The Department approves your course with reference to manning

the *Congress*, and the additional men needed will be sent as early as possible.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the arrival of the U. S. S. Southfield at Hampton Roads, Virginia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 4, 1862.

SIR: I have the honor to state that the steam ferryboat *Southfield* arrived here safely late yesterday afternoon.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, of the arrival of the U. S. steamers Hetzel, Valley City, and Whitehead at Hatteras Inlet, North Carolina.

U. S. S. STARS AND STRIPES,
Hatteras Inlet, January 4, 1862.

SIR: I have the honor to report the arrival of the steamers *Hetzel*, *Valley City*, and *Whitehead* at this place; also three schooners from Philadelphia with coal and one from Hampton Roads with guns, boats, and ammunition.

Very respectfully, your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, regarding the qualities of that vessel.

U. S. S. [BARK] GEMSBOK,
Off Beaufort, N. C., January 4, 1862.

SIR: After four months' experience as commander of this ship, I would respectfully report the qualifications of her as regards a man-of-war. She is stanch, well built, and thoroughly fastened, and, in my opinion, would make as an efficient sloop-of-war as we have in the Navy.

Her sailing qualities are excellent, and stands well up under her canvas, and carries her battery remarkably well, considering its weight,

consisting of four 8-inch shell guns, weighing 63 hundredweight each, and two 32-pounders, weighing 33 hundredweight each.

She has a long quarter or half deck from the mainmast, which, if taken off as far aft as the mizzenmast, would remove a great weight, and would enable her to carry two more guns on each side. It could be done with very little expense, and when thus altered would make an excellent ship to cruise off the English Channel to look for the rebel vessels and other crafts that have been fitting out in those parts.

As this ship, from her appearance, would be taken by them for a merchantman (as she has been on the Carolina coast), [she] would be of much benefit. And, as I am well acquainted with those waters, I would respectfully offer my services, if it be agreeable to you, sir, for recommendation to the Department.

The ship is deficient of a good many necessary articles mentioned in the requisition left and approved of by the flag-officer at Hampton Roads on board the *Minnesota*, on my departure two months since, as these articles could not be obtained there.

It is my opinion that it is necessary for this ship to be refitted, as her spars and rigging have not been overhauled since she has been built, which is now over six years.

You will perceive, sir, by the enclosed survey held on board this ship as to the condition of her spars and rigging, the mainmast in particular.

And as we have to procure a fresh supply of provisions, water, firewood, etc., I leave this to your own consideration.

I am, respectfully, your obedient servant,

EDWD. CAVENDY,
Acting Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Instructions from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding persons found on board of blockade runners.

NAVY DEPARTMENT, *January 4, 1862.*

SIR: The British schooner *Adeline* was recently captured by one of our steamers for a breach of the blockade, and three of her crew, who claimed to be British subjects, released, after entering into an engagement not to be again employed in a similar proceeding.

The honorable Secretary of State, in referring to the circumstance, says that the requirement in question is not warranted by public law, and no such condition should be exacted by commanders of vessels in future. It may be lawful to detain as witnesses such persons as may be found on board of vessels charged with a breach of the blockade, when their testimony may be indispensable to the administration of justice; but when captured in a neutral vessel, they can not be considered, and ought not to be treated, as prisoners of war.

The three persons, therefore, who were conditionally released, are to be regarded as absolved from the obligation required of them.

You will please communicate to the commanding officers in your squadron the principle herein stated, for their guidance.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, giving information regarding affairs off Wilmington, N. C., and the sinking of obstructions by Confederates in New Inlet, North Carolina.

U. S. S. MONTICELLO,
Off Wilmington, N. C., January 5, 1862.

SIR: On December 30, 1861, two contrabands came off from the batteries at New Inlet, and they gave me the following information as regards the state of affairs here and up at Wilmington, N. C.: At New Inlet, in and about the fortifications (which consist of one battery of 12 guns, one earth casemate of 6 guns, one small battery of 3 guns, and one battery on Zeek's Island of 4 guns), there are stationed about one regiment and a half (1,400 men), also four fieldpieces horse artillery. All the guns in these batteries are short 32-pounders. One of these contrabands, named Kent Newton, has worked for several years on the ferryboats that cross the river at Wilmington. He says that on Friday, the 27th day of December, 1861, the steamer *Gordon*, or *Theodora*, arrived at Wilmington from Cuba with a cargo of coffee and fruit, and that she was partially disabled, having been struck by a shot passing through the wheelhouse. The crew of the *Gordon*, or *Theodora*, left on the 28th instant for Charleston, S. C., by land; he, Kent Newton, ferried them across the river. While crossing they told him that they left their guns at Charleston, S. C., before going to the West Indies, and that they sailed under the English flag. There are very few soldiers at Wilmington. About the 25th of December, 1861, three regiments arrived from Manassas Junction and went south per railroad. He also states about the middle of December the rebels towed down by steamer *Uncle Ben* four large, heavy wooden cribs, diamond shape, about 40 or 50 feet wide and 12 feet deep, which they moored on the shoal and in the channel way close together at the northwestern end of Zeek's Island, and filling three of them, as he saw, with rocks, sunk them and completely blocked the channel of New Inlet at that point, and the fourth one they said was to be sunk alongside. This man's statement appears to be very correct. I have questioned him closely, given him the map to look at, and had him mark exactly where these cribs were sunk; and admitting his statement is true (and he appears to be a very intelligent, active nigger), New Inlet is at least for the present effectively blockaded, as you will see by referring to a harbor chart of that place.

During the month of November that we blockaded the place we frequently saw a small steam tug come past Zeek's Island, out in the channel way to the eastward toward the outer bar, where she would lay under the cover of the batteries. During this period of our blockade in the months of December and January, covering a period of over three weeks, although we have seen the same steamer repeatedly in Wilmington [Cape Fear] River and on the western side of Zeek's Island, she has never come to the eastward of Zeek's Island or in the outer channel way as she did during the month of November. This fact has been the subject of comment among the officers, and now that we are aware of the fact that these cribs have been sunk in the channel at Zeek's Island, I know that it is an impossibility for her to pass, or any other vessel drawing 9 feet of water. I make this statement for your information.

I am, respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant, Commanding U. S. S. Monticello.

Commander OLIVER S. GLISSON,
Senior Officer of Wilmington Blockade, U. S. S. Mount Vernon.

Report of Commander Green, U. S. Navy, commanding U. S. ship Jamestown, regarding the deficiencies of that vessel.

U. S. SLOOP OF WAR JAMESTOWN,
Hampton Roads, January 5, 1862.

SIR: I have respectfully to report that the supplies of water and other articles having become exhausted, I have, in obedience to your order, returned with the *Jamestown* to this place.

I enclose requisitions for the articles needed to supply deficiencies in the ship's stores and outfits, also request for survey on the condition of the rudder, upper half-ports, and stern.

The ship has been considerably strained by carrying sail to get offshore on several occasions, and in rough weather makes about 22 inches of water in twenty-four hours.

Both our bower anchors have been lost, one while getting underway during the commencement of a southeast gale by the parting of a cable, the other by the breaking of the shackle while lying at anchor during a sou'wester off Wilmington. The latter was recovered after the gale by sweeping for it.

I am, very respectfully, your obedient servant,

CHARLES GREEN,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the arrival of the U. S. S. Commodore Barney at Hampton Roads, Virginia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 5, 1862.

SIR: I have the honor to announce the arrival of the *Commodore Barney* this afternoon in these roads.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Brigadier-General Burnside, U. S. Army, regarding the transportation of stores.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, January 5, 1862.

GENERAL: Your telegram dated the 2d instant has but just come to hand. The mail is a quicker means of resort in communicating with me.

I will send the *Peabody* to you immediately, but in placing any of your stores on board of her be good enough to direct that they be kept by themselves and not mixed up with ours. We now have on board of her some 60,000 rations, small stores, etc.

In my judgment, as I said to you at Annapolis, the sooner you start your first brigade the better, and so, too, with regard to all vessels you

have which are to be towed or which require choice weather in order to arrive safely.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

General A. E. BURNSIDE,
Annapolis, Md.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of the arrival at Hampton Roads of the U. S. ship Jamestown.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 6, 1862.

SIR: I have the honor to report to you that the U. S. sloop *Jamestown* arrived here yesterday afternoon from off Wilmington, N. C. She has come here for water and supplies generally. From what I gather it may be necessary to renew her rudder pintles and some of her upper half-ports. A survey, however, is ordered to ascertain the precise nature of the defects complained of. Should it become necessary to send her away from this place for repairs, she can, I think, go to Baltimore.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Major-General Wool, U. S. Army, commanding Department of Virginia, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, advising dispatch in intended operations.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., January 7, 1862.

SIR: I have much information to communicate to you which I have not time to put on paper. Your intended operations are well known to the rebels, and they are preparing to meet you. If you do not get off soon, you will meet with a strong force to repel before you can accomplish your object.

I am, very respectfully, your obedient servant,

JOHN E. WOOL,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH.

Visit of the French war steamer Catinat to Norfolk, Va.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

NAVY DEPARTMENT, *January 7, 1862.*

SIR: The Department learns from the Secretary of State that the French war steamer *Catinat*, Commander Fabre, proposes visiting

Norfolk to communicate with the French consul there, and hence no obstruction will be interposed by the squadron under your command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to the Secretary of State, transmitting correspondence.

NAVY DEPARTMENT, *January 11, 1862.*

SIR: I have the honor to submit herewith dispatch No. 129, of Flag-Officer Goldsborough, commanding North Atlantic Blockading Squadron, with copy of the correspondence between him and the commander of the French corvette *Catinat.*

When you return the dispatch and enclosures the Department would be pleased to receive with them a memorandum of the arrangement entered into by the Department of State and the French and British ministers on the subject referred to.

Flag-Officer Goldsborough does not appear to have received, when his dispatch was written, the notice sent to him by this Department on the 7th instant of the proposed visit of the *Catinat* to Norfolk.

I am, sir, very respectfully, your obedient servant,

GIDEON WELLES.

Hon. WM. H. SEWARD,
Secretary of State.

[Enclosure.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 9, 1862.

SIR: I have the honor to enclose herewith a correspondence between the commanding officer of the French man-of-war steamer *Catinat,* which arrived in this port yesterday, and myself, concerning an arrangement said to have been agreed upon by the French and English ministers in Washington and the honorable Secretary of State, making Norfolk, instead of Charleston, as heretofore, the port by means of which communications are to be transmitted by the French and English authorities to their respective consuls accredited in the Southern States. On receiving my letter the French captain signified to me, through one of his officers, that he would act upon my advice with regard to letting his vessel remain in these roads and proceeding himself to Norfolk in the way suggested. May I be informed by the Department whether it approves of my course throughout in this matter?

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Subenclosures.]

Translation.]

STEAM CORVETTE LA CATINAT,
Anchorage off Fort Monroe, January 8, 1862.

COMMODORE: I have the honor to inform you that I left New York yesterday morning with the French and English official mail addressed to the consuls of those two powers accredited to the ports and towns of the Confederate States.

Up to the present moment these communications have passed through the port of Charleston, but the ships that the Federal Government has sent into the channels of that port have rendered the designation of another point of the blockaded coast almost indispensable and Norfolk has been chosen as the new center of this service.

The change has been agreed upon between the Baron Mercier, Lord Lyons, and Mr. Seward, and I do not suppose, for a moment, commodore, that you will raise any obstacle.

According to the orders which I have received from Admiral Reynaud my intention is to bring the *Catinat* to anchor at the entrance of the Elizabeth River, some distance from Norfolk, to transmit and receive the official correspondence of France and England.

The right of foreign ships of war to enter blockaded ports has been expressly recognized by the Government at Washington and should not, consequently, be a subject of the least doubt. However, I shall always be disposed, commodore, to receive and consider any serious observations which you may wish to make to me.

I have the honor to be, commodore, your very respectful servant,

C. FABRE,
Le Capitaine de Frégate, Commanding the Catinat.

COMMODORE COMDG. AMERICAN NAVAL DIVISION,
Fort Monroe.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 8, 1862.

SIR: I have the honor to inform you that I am this moment in receipt of your communication of to-day. Although as yet no official advices have reached me from Washington with regard to the arrangement of which you speak as having been made between Baron Mercier, Lord Lyons, and Mr. Seward, still, upon your assurance of the fact, as I understand you, that the letters you have to deliver are purely of an official character, I beg to say to you that I have no objections whatever to offer to your going to the anchorage at the entrance of Elizabeth River, with the vessel under your command, if you like; but I would take the liberty of suggesting that perhaps it might suit your convenience better for your vessel to remain in these roads and for me to furnish you with a steamer, as a flag of truce, to convey either yourself or anyone of your officers, and the letters in question, to the usual point of intercourse between us and Norfolk, which I will do with great pleasure. Should this idea be agreeable to you the steamer will be at your disposition to morrow morning at 10 o'clock.

With sentiments of the most profound respect, I am, your very obedient humble servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Captain C. FABRE,
Commanding H. I. M. S. Catinat, Hampton Roads, Virginia.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Major-General Huger, C. S. Army, commanding Department of Norfolk.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, January 9, 1862.

GENERAL: The captain of the French man-of-war steamer *Catinat*, with three of his officers, at most, wishes to visit Norfolk in order to

communicate with the consul of his nation at Richmond, and in this way to forward official letters to the consuls of France and England residing at the South. I have furnished him with a steamer bearing a flag of truce, to facilitate his object, and beg to commend him to your kind consideration. He is sent here by his admiral expressly for the purpose in view.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General BENJ. HUGER,
Commanding Department, etc., Norfolk, Va.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Major-General Wool, U. S. Army, commanding Department of Virginia.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, January 9, 1862.

GENERAL: I have received orders from the Navy Department at Washington not to interfere in any way with the *Catinat's* going to Norfolk, should her captain wish to do so. She is a French man-of-war steamer and now lies near this ship. Will you be kind enough to guard against any contretemps on the part of those under your control concerning this matter.

Hereafter, Norfolk, instead of Charleston, is to be the point for dispatching official letters to and from foreign consuls residing at the South, and, as I understand, an English and French man-of-war will visit here at intervals, alternately, for the purpose of both bringing and receiving those communications. The *Catinat* is the first vessel to carry out this purpose and I believe she, in a few weeks, is to be followed by an English man-of-war. This arrangement, as I believe, has been made by the French and English ministers on one side and our Secretary of State on the other.

I am thus particular in writing to you for fear that you may not have received, as yet, anything from Washington on the subject, and with the view of guarding in season against every possible difficulty in relation to it.

With every sentiment of respect, your most obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General JOHN E. WOOL,
Commanding Department of Virginia, Fort Monroe, Va.

Letter from the Secretary of State to the Secretary of the Navy, transmitting correspondence between the State Department and the British minister to the United States.

DEPARTMENT OF STATE,
Washington, January 13, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 11th instant, enclosing for my perusal a dispatch of the 9th instant from Flag-Officer Goldsborough and the accompanying copy of correspondence between that officer and Captain Fabre, of the French steam corvette *Catinat*, in relation to the arrangements for the communication by foreign governments with their consular agents in ports under blockade.

In returning the papers which accompanied your letter I transmit, pursuant to your request, a copy of a circular of the 4th of October last to the diplomatic representatives of foreign powers accredited to this Government, together with a copy of subsequent correspondence between the British minister and this Department, and of a note to the minister of France of the 8th instant. These papers embrace all the information on the subject in this Department, except that contained in my letter to you of the 4th instant.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

DEPARTMENT OF STATE,
Washington, October 4, 1861.

MY LORD: I regret to inform you that information has reached this Department that foreign vessels of war which have entered ports of States in insurrection against the Government of the United States under blockade, have in some instances carried passengers, and in others private correspondence. It is presumed that such proceedings could not have taken place with the knowledge or approval of the Governments of foreign countries. With a view, however, to prevent any misunderstanding in future, it is distinctly to be understood that no foreign vessel of war which may enter or depart from a blockaded port of the United States will carry any person as a passenger or any correspondence other than that between the Government of the country to which the vessel may belong and the diplomatic and consular agents of such country at the ports adverted to.

I avail myself of this occasion to offer to your Lordship a renewed assurance of high consideration.

WILLIAM H. SEWARD.

Right Hon. Lord LYONS.

(Same, *mutatis mutandis*, to all the ministers of foreign powers accredited to the United States.)

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BRITISH LEGATION,
Washington, D. C., October 12, 1861.

SIR: I have the honor to acknowledge the receipt of your note of the 4th instant, relative to communications between ships of war and the ports in the Southern States now under blockade.

You have apprised me in that note that information has reached the Department of State that foreign vessels of war, which have entered these ports since they were blockaded, have, in some instances, carried passengers, and in others private correspondence. You were so good as to assure me verbally yesterday that no British ship of war was included among those to which your note thus referred.

Indeed, I have every reason to believe that, with a single exception, no British ship of war has communicated with any of the ports under blockade. The ship which I except is the *Steady*. Of my intention to request the commander of this ship to leave official dispatches at Charleston, I had the honor to inform you on the 18th of last month. The *Steady* accordingly sailed for Charleston a few days afterwards.

She carried no letters except official dispatches from me or other authorities of foreign Governments in the United States, and no passenger excepting Mr. Fullerton, her Majesty's acting consul at Savannah, who was landed at Charleston on his way back to his port.

As several of my colleagues have expressed to me their desire to send official dispatches to the consuls of their respective Governments by any of her Majesty's ships which may hereafter convey dispatches for me to the ports under blockade, I shall be much obliged if you will inform me whether you see any objection to my forwarding to those ports, by her Majesty's ships, dispatches addressed by official authorities of foreign countries to other official authorities of their own countries.

I have the honor to be, with high consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WILLIAM H. SEWARD.

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DEPARTMENT OF STATE,
Washington, October 14, 1861.

MY LORD: I have had the honor to receive your note of the 12th instant in answer to mine of the 4th, relative to the carriage of passengers and private letters in vessels of war of foreign powers to and from ports of the United States under blockade. In reply I have the honor to acquaint you that no complaint had been made to this Department that any British vessel had indulged in this practice, but insomuch as such a proceeding, if acquiesced in at all by this Government, would defeat the objects of the blockade, it was deemed advisable to address a circular upon the subject to the representatives here of the principal maritime powers.

No objection is entertained to the transmission through the channel of vessels of war of friendly powers of any official correspondence with the agents of those powers in blockaded ports.

I avail myself of this occasion to offer to your lordship a renewed assurance of my high consideration.

WILLIAM H. SEWARD.

Right Hon. LORD LYONS.

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WASHINGTON, *October 17, 1861.*

SIR: I beg to offer you my thanks for the note dated the 14th instant, which you have done me the honor to write to me in answer to that dated the 12th instant, which I addressed to you on the subject of transmitting official correspondence by her Majesty's ships of war to the blockaded ports.

It is with reluctance that I importune you further in this matter; but as I am very anxious to avoid all risk of misapprehending your wishes, I venture to ask you whether I am right in understanding that you have no objection to my sending to the blockade ports, by her Majesty's ships of war, not only British official correspondence with British authorities, but also the official correspondence of other powers, friendly to the United States, with the agents of the same powers in the Southern States.

I have the honor to be, with high consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WILLIAM H. SEWARD.

DEPARTMENT OF STATE,
Washington, October 18, 1861.

MY LORD: I have the honor to acknowledge the receipt of your note of yesterday, and to state in reply that it was intended in my previous communication, to which it refers, to say that official correspondence of other powers with the agents of those powers in blockaded ports, as well as that of British authorities with their agents, might be sent by British vessels of war.

I avail myself of this opportunity to renew to your lordship the assurance of my high consideration.

WILLIAM H. SEWARD.

Right Hon. LORD LYONS.

DEPARTMENT OF STATE,
Washington, January 8, 1862.

SIR: Referring to your informal intimation concerning the proposed visit of the French war steamers *Catinat* and *Bellone* to Norfolk and Port Royal, I now have the honor to communicate to you for your information the copy of a letter of yesterday, addressed to this Department by the Secretary of the Navy on the subject.

I avail myself of this opportunity to renew to you, sir, the assurance of my high consideration.

WILLIAM H. SEWARD.

Mr. HENRI MERCIER.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting enclosures.

NAVY DEPARTMENT, *January 17, 1862.*

SIR: Your No. 129 was received, enclosing copy of your correspondence with the commander of the French corvette *Catinat.* The Department advised you on the 7th January of the proposed visit of that vessel to Norfolk, which advice had not been received when your dispatch was written.

For your better information of the object of the visit of the *Catinat,* and of the privileges to be allowed, I transmit herewith extracts* from a circular sent by the Department of State to the representatives of foreign governments in Washington, and from a correspondence* between that Department and Lord Lyons.

Your course, as indicated in your dispatch, meets with the approval of the Department.

I am, respectfully, your obodient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Instructions from Major-General McClellan, U. S. Army, to Brigadier-General Burnside, U. S. Army, regarding operations against the defenses of North Carolina in cooperation with the Navy.

HEADQUARTERS OF THE ARMY,
Washington, January 7, 1862.

GENERAL: In accordance with verbal instructions heretofore given you, you will, after uniting with Flag-Officer Goldsborough, at Fort

* See corr pondence immediately preceding.

Monroe, proceed under his convoy to Hatteras Inlet, when you will, in connection with him, take the most prompt measures for crossing the fleet into the bulkhead into the waters of the sound. Under the accompanying general order, constituting the Department of North Carolina, you will assume command of the garrison at Hatteras Inlet and make such dispositions in regard to that place as your ulterior operations may render necessary, always being careful to provide for the safety of that very important station in any contingency.

Your first point of attack will be Roanoke Island and its dependencies. It is presumed that the Navy can reduce the batteries on the marshes and cover the landing of your troops on the main island, by which, in connection with a rapid movement of the gunboats to the northern extremity as soon as the marsh battery is reduced, it may be hoped to capture the entire garrison of the place.

Having occupied the island and its dependencies, you will at once proceed to the erection of the batteries and defenses necessary to hold the position with a small force. Should the flag-officer require any assistance in seizing or holding the debouches of the canals from Norfolk, you will please afford it to him.

The commodore and yourself having completed your arrangements in regard to Roanoke Island and the waters north of it, you will please at once make a descent upon New Berne, having gained possession of which and the railroad passing through it, you will at once throw a sufficient force upon Beaufort, and take the steps necessary to reduce Fort Macon and open that port. When you seize New Berne you will endeavor to seize the railroad as far west as Goldsboro, should circumstances favor such a movement. The temper of the people, the rebel force at hand, etc., will go far toward determining the question as to how far west the railroad can be safely occupied and held. Should circumstances render it advisable to seize and hold Raleigh, the main north and south line of railroad passing through Goldsboro should be so effectually destroyed for a considerable distance north and south of that a point as to render it impossible for the rebels to use it to your disadvantage. A great point would be gained in any event by the effectual destruction of the Wilmington and Weldon Railroad.

I would advise great caution in moving so far into the interior as upon Raleigh. Having accomplished the objects mentioned, the next point of interest would probably be Wilmington, the reduction of which may require that additional means shall be afforded you. I would urge great caution in regard to proclamation. In no case would I go beyond a moderate joint proclamation with the naval commander, which should say as little as possible about politics or the negro. Merely state that the true issue for which we are fighting is the preservation of the Union and upholding the laws of the General Government, and stating that all who conduct themselves properly will, as far as possible, be protected in their persons and property.

You will please report your operations as often as an opportunity offers itself.

With my best wishes for your success, I am, etc.,

GEO. B. MCCLELLAN,
Major-General, Commanding in Chief.

Brigadier-General AMBROSE E. BURNSIDE,
Commanding Expedition.

P. S.—Any prisoners you take should be sent to the most convenient Northern post. You can, however, exchange any of them for any of your own men who may be taken.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting information regarding blockade runners R. D. Shepherd, Albert, and Helen.

NAVY DEPARTMENT, *January 8, 1862.*

SIR: Your attention is invited to the accompanying extract of a dispatch addressed to the Secretary of State, under date of December 20, 1861, by the U. S. consul at Liverpool, relative to the ship *R. D. Shepherd*, the schooner *Albert*, and the bark *Helen*, which are suspected of being destined for ports in the rebellious States.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.—Extract.]

The *R. D. Shepherd*, loading for New Orleans and New York, has taken on board 500 tons salt in bags, 50 tons coal, 61 bales blankets, and 200 bales canvas, apparently for cotton bagging. She is still taking salt on board. The agents state that she is to go to Havana and there lay until she can legally enter New Orleans, and if that does not occur within six months, she is then to go to New York and discharge. She is now English; was an American, owned in New Orleans; is commanded by Captain Gale, I believe a New Orleans man; is 930 tons, white ports, lower masts white, yards black, full figurehead.

Fraser, Trenholm & Co. (the Charleston house so often mentioned) have entered the schooner *Albert* to load for Nassau. She has taken nothing on board yet. She is under the English flag, formerly belonged to Charleston, and ran the blockade. She is a three-masted schooner of about 350 tons.

The *Helen*, also belonging to Fraser, Trenholm & Co., which ran the blockade with the *Bermuda* on the 2d of November, is preparing to load, and I have no doubt will go south. She is under the rebel flag yet; is a bark of 340 tons, black hull, coppered, scroll figurehead.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting information regarding the steamers Prince Albert and Consul.

NAVY DEPARTMENT, *January 9, 1862.*

SIR: I enclose herewith for your information an extract from a dispatch, dated December 6, 1861, received by the Secretary of State from the U. S. consul at Liverpool, in relation to the steamers *Prince Albert* and the *Consul*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. U. S. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

DEPARTMENT OF STATE,
Washington, December 26, 1861.

SIR: I have the honor to transmit herewith, for your information, a copy of a dispatch, No. 57, received from the U. S. consul at Liverpool, respecting the steamers *Prince Albert* and the *Consul*.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

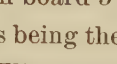
[Subenclosure.]

U. S. CONSULATE,
Liverpool, December 6, 1861.

SIR: A screw steamer called the *Prince Albert* cleared hence for Cadiz on the 4th, in ballast. She was formerly of the Galway line and has been lying up here for some time under the control of a Mr. Klingender, the advertised agent of Fraser, Trenholm & Co.'s line of Charleston steamers.

She lately changed hands, and, it was said, was bought by a Spanish company to run between Cadiz and a port in the United States, but I can not find anyone who knows who the purchasers really are. My man got it from the steward, an Englishman, that she was going to Cadiz to load for Savannah, which seems to tally with what I have heard from other sources about the steamer *Pacific*, lying at Southampton. She sailed with nothing but coal on board, and an ordinary crew composed of foreigners. She is brig-rigged, 1,400 tons register, and mounted with two guns, about 14-pounders.

I have written to the consul at Cadiz about her. The Danish or Swedish brig *Carl Emil*, 172 tons, sailed on the 28th of November for St. Thomas, West Indies, having as part of her cargo 20 bales blankets, 50 crates, and 100 boxes, contents unknown. Two days after she sailed 80 bags and 16 cases gunpowder were entered at the custom-house for St. Thomas, and were most likely for her. She has a black hull with a white streak and a fiddle head.

The *Consul*, so often mentioned before, will sail to-morrow or next day. She has taken on board 5 cases labeled cotton twist and 37 bales marked 

. This being the same mark that was on the bales shipped per *Cheshire* and *Eliza Bonsall*, and a portmanteau sent on board marked E. C. A., initials, I believe, of Mr. Anderson, who left on the *Fingal*, seem to indicate clearly the destination of the vessel.

I have reported to me on good authority a statement made by Mr. Prioleau that he had made a fortune by the *Bermuda* venture and should send her again. You have no doubt seen the report of her arrival at Havre from Charleston.

The excitement here has somewhat abated, but every man seems to have made it up in his own mind that the opinion of the English law officers must be right, and sustained at all hazards. There is a growing desire, however, observable that the matter may be referred to arbitration and settled amicably.

With high respect, I am your obedient servant,

THOMAS H. DUDLEY,
U. S. Consul.

Hon. WM. H. SEWARD,
Secretary of State, Washington.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, giving information regarding movements of blockade runners.

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., January 10, 1862.

SIR: I have to report to you that I have received five contrabands on board of this vessel while off Wilmington. They came off in two parties. The boat that the last party came off in was old and worthless and I broke her up for fuel. The first one I have retained, subject to your order. The contrabands have all been shipped and I herewith enclose you a list of their names, etc.

From these contrabands I gain the following information, viz, that the steamer *Gordon* or *Theodora* was the vessel that I chased in on the 20th of December last, as reported to you in my letter of that date. I further learn that one of the shots from this vessel passed through her wheelhouse. If such is the case, the shot must have ricochetted, as we distinctly saw it strike the water some distance this side of the steamer. She had in part of a cargo of coffee and sugar and West India fruits. She was quite light, and only drew about 7 feet of water. The *North Carolina* is said to be nearly loaded with cotton and turpentine. She is an iron steamer, schooner-rigged, with fore-topsail. There is also a large schooner in port in part loaded with lumber, ready for sea.

Two English brigs, the *Bruce* and another, the name of which I have not learned, sailed on the 1st December, 1861.

These men confirm the report about the sinking of vessels in the channel at New Inlet, and state that it is impossible for any vessel to get in by that channel at this time.

Enclosed I send you a letter* from Lieutenant Commanding D. L. Braine, of the U. S. S. *Monticello*, giving information on that subject.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding the Atlantic Blockading Squadron.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Giddings, U. S. Navy, commanding U. S. S. Henry Brinker, to proceed to duty at Hatteras Inlet.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, January 10, 1862.

SIR: Proceed with the *Brinker* under your command to Hatteras Inlet, using your sound discretion with regard to the time of departure. On your arrival report to the senior naval officer thereat.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master JOHN E. GIDDINGS,
Commanding U. S. S. Henry Brinker.

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* See p. 499.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding the attendance of tugs Zouave and Dragon upon the U. S. ships Congress and Cumberland.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, January 10, 1862.

SIR Before leaving here I desire to say to you that the tugs *Dragon* and *Zouave* are to attend expressly upon the *Congress* and *Cumberland* at Newport News, so as to tow them into an advantageous position in case of an attack from the *Merrimack* or any other quarter. Both tugs are now here, and the senior naval officer remaining here will be instructed with regard to my wishes concerning the duty to which they are to be applied, viz, I repeat, to attend exclusively upon the *Congress* and *Cumberland*. I request that you will arrange which one is to attend the *Congress* and which one the *Cumberland*.

In case all the fitments of magazines, etc., for both or either of these vessels should not be completed before they get to you, be good enough to have them finished by the mechanics of the two ships.

You are at liberty to fix these tugs in any way you may think best for the purpose they are intended to subserve.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander WM. SMITH,
Commanding U. S. S[hip] Congress, Newport News.

P. S.—I omitted to mention, in the hurry of writing the above, that the *Dragon* is to be armed with a 20-pounder rifled Parrott forward and a 24-pounder brass smoothbore aft, and the *Zouave* with a 30-pounder rifled Parrott forward and a 12-pounder brass smoothbore aft. The guns are all here and are being put on board as fast as the arrangements can be made.

It may be that until the *Dragon* can be completed the *Young America* will have to take her place with you. Should you find fitments in any particular incomplete, I wish you would finish them with your own mechanics and resources.

Of course you will use the tugs on guard or any other service you may like.

L. M. G.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting information regarding the steamer Bermuda.

NAVY DEPARTMENT, *January 10, 1862.*

SIR: I herewith enclose for your information a copy of a dispatch dated December 13, 1861, addressed to the Department of State by the U. S. consul at Havre, concerning the location of the secret cocks of the steamer *Bermuda*, by which an attempt may be made to sink her in case of her capture.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. CONSULATE,
Havre, December 13, 1861.

SIR: I beg respectfully to state that the secret cocks in the steamer *Bermuda*, alluded to in my dispatch No. 40, are in the captain's state-room in the cabin, starboard side of the vessel.

By raising mattress at foot of the berth will be seen a false bottom to a locker. On raising the lid the cocks will be exposed.

If overtaken she would claim to be in a distressed and leaking condition; if captured, the effort would be to sink her by putting on the cocks in full force.

I have no doubt from what I learn that she will again attempt to run the blockade, loading in some small English port and clearing for Nassau. I have thought the importance of the facts acquired from time to time would appear to the Department to justify these several communications.

I have the honor, sir, to be, very respectfully, your obedient servant,

JAMES O. PUTNAM.

Hon. WILLIAM H. SEWARD,
Secretary of State.

P. S.—Since the writing of the above, and just as the mail is about to close, I have this additional report from the source of all my information on this subject:

Mr. Tessier, master of the *Bermuda*, has stated to my informant that he is to take the command of a new steamer, just built at Stockton; that he shall run the blockade with her if he can; that he holds a commission from the rebel authorities as privateer. The present first officer of the *Bermuda* expects to be promoted to its command in chief.

J. O. PUTNAM.

Orders of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to officers commanding U. S. steamers Delaware, Morse, Hunchback, Southfield, Commodore Barney, and Commodore Perry to proceed to duty at Hatteras Inlet.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, January 11, 1862.

SIR: Proceed with the U. S. S. *Delaware* under your command to Hatteras Inlet, using a sound discretion with regard to time of departure. On your arrival at the inlet report to the senior naval officer there.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding S. P. QUACKENBUSH,
Commanding U. S. S. Delaware.

(Similar orders addressed, same date, to the commanding officers of U. S. steamers *Morse, Hunchback, Southfield, Commodore Barney, Commodore Perry.*)

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to the master of the schooner Howard, to proceed to duty at Hatteras Inlet.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, January 11, 1862.

SIR: You will proceed without any unnecessary delay with the schooner *Howard* under your command to Hatteras Inlet, and when arrived there will report to the senior naval officer at the inlet.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Mr. THOS. CLARK,
Master of the schooner Howard, Hampton Roads, Virginia.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Reynolds, U. S. Navy, commanding U. S. S. Philadelphia, to proceed to duty in Hatteras Inlet.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, January 11, 1862.

SIR: Proceed with the U. S. S. *Philadelphia* under your command to Hatteras Inlet, using a sound discretion as regards time of departure. On your arrival at the inlet report to the senior naval officer there.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master S. REYNOLDS,
Commanding U. S. S. Philadelphia.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Major-General Wool, U. S. Army, commanding Department of Virginia, requesting assistance of the naval brigade.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, January 11, 1862.

GENERAL: Will you be kind enough to let me have the promised company of men of the naval brigade to go to Hatteras Inlet. One-half of them will be accommodated on board the *Hunchback* and the other on board the *Southfield*. As I desire to be off at the earliest possible moment, I should like to have the men, if practicable, at once. Captain Case will give you any further information upon the subject you may wish.

With every sentiment of respect, I am, general, your most obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Major-General JOHN E. WOOL,
Commanding Department of Virginia, Fort Monroe.

Letter from Commodore Smith, U. S. Navy, Chief of Bureau Yards and Docks, to Lieutenant Worden, U. S. Navy, regarding the command of the U. S. S. Monitor, under construction.

Private.] JANUARY 11, 1862.

MY DEAR SIR: I have only time to say I have named you for the command of the battery under contract with Captain Ericsson, now nearly ready at New York.

This vessel is an experiment. I believe you are the right sort of officer to put in command of her.

Yours, truly, in haste,

JOS. SMITH.

Lieutenant J. L. WORDEN,
U. S. Navy, Naval Rendezvous, New York, N. Y.

Letter from Major-General Wool, U. S. Army, commanding Department of Virginia, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, responding to request for the assistance of naval brigade.

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, January 12, 1862.

SIR: Agreeably to your request on Friday I ordered one company of the coast guard to be in readiness to join your expedition at the time you fixed, 12 o'clock m., on Monday. Also one for the *Congress* at Newport News.

It is understood that as soon as you have accomplished your object at Roanoke Island, they will be returned.

I am, very respectfully, your obedient servant,

JOHN E. WOOL,
Major-General.

Flag-Officer L. M. GOLDSBOROUGH.

Order of Flag-Officer Goldsborough, U. S. Navy, to Acting Master Studley, U. S. Navy, commanding U. S. S. Young Rover.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, January 12, 1862.

SIR: Resume your station in blockading off York River at the earliest practicable moment.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master I. B. STUDLEY,
Commanding U. S. S. Young Rover, Hampton Roads, Virginia.

Memorandum left by Flag-Officer Goldsborough for the senior naval officer remaining in Hampton Roads upon his departure for the sounds of North Carolina.

JANUARY 12, 1862.

Five tugs will be left hereabouts, viz, the *Zouave*, *Dragon*, *Cohasset*, *Young America*, and *Rescue*. The *Zouave* and *Dragon* are to be sent to

Newport News and kept there expressly to attend upon the *Congress* and *Cumberland* and to tow them as may be needed in case of an attack from the *Merrimack* or any other quarter. The other three are to be kept about Fort Monroe to attend upon our vessels and to perform picket service at night.

The *Daylight* is ordered from Baltimore here as soon as repaired. On her arrival send her off York River to blockade, and then the *Young Rover* off the Rappahannock, and the *Dawn*, now off the Rappahannock, to New York to get her new boiler on board. By this arrangement there will be two vessels off the Rappahannock, viz, the *Mystic* and the *Young Rover*, and one off the York River, viz, the *Daylight*, which is my intention.

Vessels coming in from off Beaufort or Wilmington, N. C., must be furnished with the supplies needed and sent back to their stations with as little delay as possible.

Open all public letters addressed to me and act upon them as far as possible. If there be a doubt whether the letter be public or private, open it. Many come to me from other quarters than the Departments of Government.

The *Whitehall* being disabled, she can also be stationed at Newport News, and while there the mechanics of the *Congress* and *Cumberland* must repair her.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the U. S. vessels Savannah and Cumberland.

NAVY DEPARTMENT, *January 13, 1862.*

SIR: The crew of the U. S. sloop of war *Savannah* are said to be suffering to some extent from scurvy, and the Department, for the purpose of giving them a change of climate and to afford them an opportunity of recruiting, has ordered Flag-Officer Du Pont to send the *Savannah* to Hampton Roads to report for duty in your squadron. The *Cumberland* will proceed to Port Royal as soon as the *Savannah* arrives, to supply the place of the latter in the South Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Lieutenant Worden, U. S. Navy, to Commodore Smith, U. S. Navy, Chief Bureau of Yards and Docks, regarding the command of the U. S. S. Monitor.

NEW YORK, *January 13, 1862.*

DEAR SIR: I received your letter of the 11th instant yesterday and thank you for the feeling which prompted you to name me for the command of the Ericsson battery. I went immediately to see her, and, after a hasty examination of her, am induced to believe that she may prove a success. At all events, I am quite willing to be an agent in testing her capabilities, and will readily devote whatever of capacity and energy I have to that object.

If the Department decides that I am to have the command, I would like to be ordered to her as soon as possible, so that I may acquaint myself with all her points and peculiarities.

Very truly, yours,

JOHN L. WORDEN,
Lieutenant.

Commodore JOSEPH SMITH,
Bureau of Yards and Docks, Navy Department, Washington, D. C.

Order of the Secretary of the Navy to Lieutenant Worden, U. S. Navy, to assume command of the U. S. S. Monitor.

NAVY DEPARTMENT, *January 13, 1862.*

SIR: You are hereby detached from the rendezvous, New York, and you will report to Commodore Paulding for the command of the United States ironclad steamer building by Captain Ericsson.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant JOHN L. WORDEN, U. S. Navy,
New York.

[Endorsement.]

Reported January 16, 1862.

H. PAULDING,
Commandant.

[Note by J. L. W.]

January 30, *Monitor* (the above) launched.
February 25, *Monitor* put in commission.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting statement of Master's Mate Abbott, U. S. Navy, regarding information obtained while a prisoner in the Confederate States.

NAVY DEPARTMENT, *January 14, 1862.*

SIR: I enclose for your information Master's Mate William A. Abbott's statement of facts relative to the enemy learned while a prisoner at Norfolk and Richmond.

Very respectfully,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

ANDOVER, MASS., *January 9, 1862.*

SIR: In obedience to the wishes of the Department, I have the honor of reporting the following facts concerning the enemy, which I learned during my imprisonment. At a late hour of the day on which I was released at Richmond, a gentleman called upon me, named Osgood, stating who and what he was, and gave me an account of a set of infernal machines, or torpedoes, then being manufactured at the Tredegar Iron Works, in Richmond, the invention of a Northern man. Mr. Osgood is an engineer by profession, well known in New York, was a

long time in the employ of the Collins Line of steamers, and more recently in the steam line from Charleston to Havana. He is, or was, at the head of a Union club in Richmond, and has in various ways added much to the comfort of our prisoners. The rebels watch him sharply, knowing the ability of the man, and, though he spurns very great offers from them, they are determined he shall not aid us. He is a native of Haverhill, in this county. He stated that the machines were very complicated affairs, and so arranged that the destruction of a part of it does not prevent the operation of the machine or affect the intended result. They are to be taken down the James River in the night, and to be sunk; at the same time a feigned attack is to be made upon our vessels by two steamers and a revenue cutter. There is not necessarily a connection between the machines and the shore, as the explosion may be produced by the mere striking of a vessel against it. While I was confined at Norfolk, a soldier, who was a carpenter by trade, and had worked considerable time on the *Merrimack* battery, was brought in and confined near me. He was a Northern man, and the day before I was sent to Richmond he sent me a file and wrench, having previously informed me that he would desert to one of our vessels with me. He told me that the ends of the *Merrimack* are sharp, both fitted with rudders and protected, her sides and top angling sufficiently to glance off shot. Each port has a door which shuts down as the guns are run in. On her top, over each gun, is a small barred scuttle, and these are the only means of obtaining fresh air. He said it was the opinion of most of the workmen that the men could not fight long in so confined a place. Her wheel is in the forward part, the helmsman looking through bull's eyes, and she has two engines of great power, and is pierced for twenty guns. The enemy seem to rely more on her power to run down an opposing vessel than on the effect of her guns. She is also fitted with a number of pipes for throwing hot water. While on my way to the prison at Richmond I saw a number of carloads of iron plates marked for the *Merrimack;* the longest were from 10 to 15 feet long and about an inch and three-quarters thick, the small ones for bends from 2 to 2½ inches in thickness. Although I had a pretty fair view of the navy yard, I saw only the frigate *United States*, the *Merrimack*, and one or two small schooners. The greater part of the carriages for the large columbiads which I saw were of pine. I conversed at different times with hundreds of their officers and men, and they all wished they were at home, and blamed their leaders very much. Some of the guard at Richmond were men who had been paroled at [in] western Virginia. There are said to be 1,000 stands of arms in the hands of Union men at Richmond, mostly Northern men. During the short time I was at Richmond, at liberty, I visited a number of the prominent hotels, and frequently heard expressions of regret at the existence of this rebellion. At Norfolk I had several short interviews with Union men, who assured me that there were Union men enough in Norfolk and vicinity, but that the great number of Southern troops prevented their speaking or acting out their true sentiments. Between Craney Island and Fort Norfolk a strong obstruction of piles is placed. From what I could learn there are in and about Norfolk 15,000 troops, and I think my information was obtained from good authority.

I remain, very respectfully, your obedient servant,

WILLIAM A. ABBOTT,
Master's Mate, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, of the arrival of the U. S. S. Mount Vernon at Hampton Roads.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, Virginia, January 15, 1862.

SIR: I have the honor to inform you that the steamer *Mount Vernon* arrived this day from off Wilmington, and herewith enclose important reports* from Commander Glisson, as well as a report from Lieutenant Commanding Braine to Commander G.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting information regarding the sailing of the steamer Rechid from London.

NAVY DEPARTMENT, *January 15, 1862.*

SIR: I transmit herewith extract of a dispatch, dated December 27, 1861, received by the Secretary of State from the U. S. consul at London, in reference to the sailing from that port of the English iron screw steamer *Rechid* under suspicious circumstances.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,
London, December 27, 1861.

SIR: I had the honor to inform you last week that the English iron screw steamer *Rechid* would leave immediately, as I had reason to believe, for one of our Southern ports. Permit me now to report more in detail such circumstances as have come to my knowledge concerning the fitting out of this vessel.

A partner in quite a noted house here, and one doing a large share of American business, had at various times volunteered his advice and services for the benefit of the Federal Government, and had put me on my guard against certain movements, or pretended movements, of Confederate agents here. On Friday of last week I ascertained that this very gentleman was interested in a cargo, consisting of salt, army clothes, medicines, tea, coffee, etc., which was destined for a Confederate port. He had reason to suspect that I had knowledge of his movements in the transaction and his interest in it, and therefore called, as he said, to tell me that it was a purely legitimate transaction; that the vessel and cargo were bound to Baltimore, unless, before her

* See pp. 493, 499, 511.

arrival, hostilities should be commenced between England and the United States, which he said he regarded as certain, in which event she would go to a Southern port. I asked him, as the steamer would at once [leave], how the captain was to learn whether the two countries were in a state of war or not; and as his port of destination was to depend on this fact, how would he know what port to sail for? He replied that all necessary information could be learned on reaching Bermuda.

I told him, as the shipment was composed of dutiable articles, he must bring in his invoice and have the consular certificate attached. He replied in substance that all required forms should be complied with; but the invoices were not brought to the consulate for authentication of signatures, etc.

The steamer sailed on Tuesday last, and I have no doubt, from all the facts, but that she and her cargo are destined for a Southern port. She was fitted out and loaded by a strong company of London merchants, and I learn another steamer with a similar cargo will follow her without delay. * * *

Your obedient servant,

F. H. MORSE,
Consul.

Hon. WM. H. SEWARD,
Secretary of State.

Destruction of British ship York, January 16, 1862.

Report of Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross.

U. S. S. ALBATROSS,
Hampton Roads, January 24, 1862.

SIR: I have the honor to report my arrival here from off Beaufort, N. C., for supplies. No vessel has entered or left the ports or the station, but on the 16th instant I found the ship *York*, of Dublin, of about 800 tons burden, had been run on shore near Bogue Inlet, and was discharging her cargo under the protection of Confederate troops, who on my arrival retreated behind the sand hills. I anchored this steamer and the *Gemsbok* near her, and under cover of our guns boarded and burned her. The captain, I understand, has since arrived here, reporting his having been wrecked, etc. He was bound, he says, to capes of the Delaware. It is not possible she could nave been wrecked there except by design. For many days previous southerly winds had prevailed, and he must have reached that point with difficulty. All the indications were that the vessel had been run ashore purposely, the anchor having been dropped about 150 yards from the shore, and the vessel hauled to the steep beach broadside on.

I send you the report of the engineer, surgeon, etc., simply adding that men and officers have suffered great hardship, and the steamer is so racked by these winter cruises that she will not, in my opinion, bear another.

I respectfully ask for a survey.

I am, sir, respectfully, your obedient servant,

GEO. A. PRENTISS,
Commander, U. S. Navy.

Captain JOHN MARSTON,
Senior Officer U. S. Forces, Hampton Roads, Virginia.

Report of Brigadier-General Anderson, C. S. Army, commanding at Wilmington, N. C., transmitting report of Captain Ward, C. S. Army, commanding at Swansboro, N. C.

HEADQUARTERS DISTRICT OF THE CAPE FEAR,
Wilmington, N. C., January 24, 1862.

SIR: I have the honor to enclose extract from the report of Captain Ward, in command of the coast guard in the northeastern part of this district.

You have already been advised of the stranding of the British ship *York* on our coast near Bogue Inlet. It now appears that she has been burned by the enemy's blockading squadron.

I have the honor to be, your obedient servant,

J. R. ANDERSON,
Brigadier-General, Commanding.

Hon. J. P. BENJAMIN,
Secretary of War, Richmond.

[Enclosure.]

HEADQUARTERS GATLIN DRAGOONS,
Swansboro, N. C., January 17, 1862.

DEAR SIR: On yesterday morning about 9 o'clock my pickets reported two blockaders off this place—one a steamer, supposed to be the *Albatross*, the other a bark. After reconnoitering off and on until about 2 o'clock, they came to anchor about one-fourth of a mile from the wreck of ship *York* (before reported), lowered six boats, containing each about fifteen men. Three of the boats came close alongside of the wreck and threw over into it some combustible matter, which soon had the wreck in flames.

This morning early I took a detachment of 20 men and went over to the wreck and found it still burning; no vessel in sight. The enemy did not land at all. We had succeeded in securing only one flat load of rigging; the balance was ready on deck to be taken off as soon as the weather would permit the wreckers to go alongside. The captain of the wrecked ship, before leaving here, made an assignment of everything pertaining or belonging to the wreck by power of attorney to parties here for the benefit of the underwriters.

There [are] a great many tons of wrought iron about her, but will now be hard to save, if at all. I am now [convinced], and have been ever since seeing the crew and papers, that the wrecked ship *York* was a genuine British ship.

* * * * * * *

Very respectfully,

EDWD. W. WARD,
Captain, Commanding.

ROSCOE B. HEATH,
Assistant Adjutant-General.

Official.

WM. NORWOOD,
Aid-de-Camp.

Report of Captain Marston, U. S. Navy, commanding U. S. S. Roanoke, of the arrival in Hampton Roads of the French frigate Pomone.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, January 16, 1862.

SIR: I beg leave to inform you that the French frigate *Pomone* arrived this day from New York, on her way to the West Indies. The

usual courtesies were immediately offered to her by me. The *Pomone* is commanded by Commodore Le Marquis de Montaignac, who within an hour after his arrival paid me a visit, and on his departure from the ship I saluted the French flag with thirteen guns, which was at once returned by the *Pomone*. The commodore informed me that prior to leaving New York he had taken the liberty of directing his letters for this place to be put under cover to you, and I assured him every attention should be paid them. Le marquis regretted extremely not seeing you, but hoped to do so at some future time. The *Catinat* is still here, and it appears she is on a different mission from the *Pomone*. The latter vessel is the flagship of the Newfoundland station. Both vessels are to send flags to Norfolk.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Commander Livingston, U. S. Navy, commanding U. S. ship Cumberland, acknowledging Department's orders.

U. S. SHIP CUMBERLAND,
Newport News, January 16, 1862.

SIR: I have the honor to acknowledge the receipt of your order of the 13th instant, to proceed with this ship to Port Royal, S. C., on the arrival of the U. S. sloop *Savannah* at Hampton Roads, and report to Flag-Officer Saml. F. Du Pont for duty as a part of the South Atlantic Blockading Squadron.

I have the honor to be, sir, very respectfully, your obedient servant,

J. W. LIVINGSTON,
Commanding U. S. Ship Cumberland.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Worden, U. S. Navy, appointed to the command of the U. S. S. Monitor.

NEW YORK, *January 16, 1862.*

SIR: I have the honor to report that I have this day reported for duty for the command of the U. S. ironclad steamer building by Captain Ericsson.

Respectfully, your obedient servant,

JOHN L. WORDEN,
Lieutenant.

Hon. GIDEON WELLES.

Report of Acting Volunteer Lieutenant Behm, U. S. Navy, commanding U. S. S. Southfield, regarding a schooner carrying troops.

U. S. S. SOUTHFIELD, *January 17, 1862.*

SIR: I left Hampton Roads last night at 6 o'clock and had a fine run. I passed a schooner outside, who requested me to report him to

you as short of water. He has troops on board, and seemed to be very anxious to be towed in.

Most respectfully, your obedient servant,

CHAS. F. W. BEHM,
Acting Volunteer Lieutenant, Commanding U. S. S. Southfield.

Commodore L. M. GOLDSBOROUGH,
Flag-Officer.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, in connection with his command of the second division of expedition in Pamlico Sound.

U. S. FLAG-STEAMER PHILADELPHIA,
Hatteras Inlet, January 18, 1862.

SIR: On examining the signal book somewhat attentively since I last saw you, I find that in dividing a division of vessels the parts had better be called columns instead of sections. I have to direct, therefore, that you will govern yourself accordingly with regard to the division of vessels placed under your immediate command.

I have also to direct you to have our six launches disposed of as follows, and in season for a movement to the northward: Two of them to be placed on board the *Southfield*, 2 of them on board the *Hunchback*, 1 on board the *Perry*, and 1 on board the *Barney*. They are to be kept on board of those vessels out of the way of the guns, and are to be accompanied in each instance by the arms and implements of every description belonging to them.

I invite your attention to the paragraph numbered 3, under the head of "Directions," in the signal book, and if enough "division pendants" for your "particular division" are not on hand, I will thank you to have the deficiency made good forthwith.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander S. C. ROWAN,
Comdg. Second Division of U. S. Expedition in Pamlico Sound.

Instructions from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, regarding the succession of command in case of accident.

U. S. FLAG-STEAMER PHILADELPHIA,
Hatteras Inlet, January 20, 1862.

SIR: I wish it to be distinctly understood that in case of an accident happening to me, you will assume the command of all the naval forces concerned in the expedition in these waters; and in case of an accident to both of us, then Commander Case will take command of those forces, and so on down in the order of seniority through all the naval officers at present placed and acting under my directions.

Commander Hazard, although now here attached to General Burnside's branch of the expedition, has not been placed under my command by the Navy Department, and therefore under no circumstances

is he to assume the direction of the naval forces in view, unless expressly ordered so to do by higher naval authority than myself.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander S. C. ROWAN,
Commanding Second Division, U. S. Expedition, Pamlico Sound.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding second division of expedition, Pamlico Sound, regarding the Bormann fuze.

U. S. FLAG-STEAMER PHILADELPHIA,
Hatteras Inlet, January 20, 1862.

SIR: All of our 9-inch shrapnel, I am assured, have the Bormann fuze, and as they are to be distributed among all the vessels carrying 9-inch guns, I will thank you to cause every care to be taken that the use of this kind of fuze is fully understood on board of each one of them, and also that each is properly provided with the little implement (or a suitable substitute) for cutting the time marks. I know positively, from my own experience, that even some of our best regular officers are to this day wholly unacquainted with the peculiarity of the Bormann fuze, and that many have never seen one. Hence my anxiety upon the subject to which this communication alludes.

The ordnance stores that were at Annapolis when we left Hampton Roads, and of which we had received advices, are all here and on board this vessel. Some of them you may need for immediate distribution, such as time fuzes, 80-pounder projectiles, fixed ammunition for the 12-pounder, etc. If so, they are at your disposal.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander STEPHEN C. ROWAN, U. S. Navy,
Commanding Second Division, U. S. Expedition, Pamlico Sound.

Report of Commander Smith, U. S. Navy, commanding U. S. ship Congress, regarding the insufficient complement of that vessel.

U. S. FRIGATE CONGRESS,
Newport News, Va., January 21, 1862.

SIR: The old crew of this ship were discharged on the 13th instant. A few men received at Boston on [in] August last remained, and we have received from different vessels here men enough to make our number 267. To fill our complement we still need the following, viz:

Seamen	40
Ordinary seamen	41
Landsmen	17
Boys	24
One carpenter's mate, one cooper	2
Nurses	2
Musicians, or instead ordinary seamen	11
	137
On board	267
Making ship's complement	404

We have 82 noncommissioned officers and privates of the coast guard, loaned to us by General Wool, but as this is only a temporary arrangement, and they may be taken from us any day, we can not rely much on their services.

The present position of this ship (threatened daily with attacks from Norfolk by the *Merrimack* and other steamers, and from the James River by the *Patrick Henry*, *Thomas Jefferson*, and other steamers, submarine batteries, torpedoes, fire rafts) makes it very important that we should have our full crew. I therefore very respectfully request that our deficiencies may be made up as soon as possible.

I have the honor to be, very respectfully, your obedient servant,

W. SMITH,
Commanding U. S. Frigate Congress.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the complement of the U. S. ship Congress.

NAVY DEPARTMENT, *January 31, 1862.*

SIR: In reference to Commander Smith's letter of the 21st instant, asking for more men, I regret to say that it is impossible to assist him, as men do not enlist as fast as required. If this frigate is not capable of defending herself at Newport News, the Department suggests whether one of the steam frigates should not relieve her. In the absence of Flag-Officer Goldsborough, the Department relies upon your skill and judgment to defeat any attempts of the enemy.

Very respectfully, etc.,

GIDEON WELLES.

Captain JOHN MARSTON,
Senior Officer, Commanding.

Report of Lieutenant Worden, U. S. Navy, regarding the allowance of officers and men for the U. S. S. Monitor.

NAVY YARD, NEW YORK, *January 22, 1862.*

SIR: I have the honor to acknowledge the receipt this day of a copy of the contract with Captain Ericsson for an ironclad battery, and the accompanying communication, dated the 15th instant.

I have been in consultation with Mr. Stimers in relation to the allowance of officers and men for the battery and I enclose herewith a list,* which we deem quite sufficient for the efficient working of her battery in action.

The ordnance officer at the yard informs me that he has no XI-inch guns on hand for the battery, but that he is soon expecting some. It will take four or five days to sight them after they arrive.

Respectfully, your obedient servant,

JOHN L. WORDEN,
Lieutenant, Commanding.

Commodore JOS. SMITH,
Chief of Bureau Yards and Docks.

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*Not found.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding operations in Hatteras Inlet.

U. S. FLAG-STEAMER PHILADELPHIA,
Hatteras Inlet, January 23, 1862.

SIR: I have the honor to inform the Department that I arrived here from Hampton Roads in the army transport [*S. R.*] *Spaulding* on the morning of the 13th instant, just at the commencement of a strong northeast gale of wind, which lasted until the morning of the 15th, when, for the first moment, we were enabled to commence moving our naval vessels to a position in the sound over and beyond the bulkhead, where 17 of them now lie and have been lying for several days, under the immediate command of Commander Rowan, in full readiness for operations of any sort.

This, in effect, now gives us the naval command of the sound; its military command will be secured by taking Roanoke Island.

With the exception of the *Whitehall*, *Perry*, and *Barney*, all the vessels intended to serve on the expedition have safely arrived. The *Whitehall*, in trying to get here, became so seriously disabled that she was compelled to put back into Hampton Roads, whence I ordered her to Newport News, to remain with the *Congress* and *Cumberland*, whose mechanics will do everything they can to put her in useful order. I no longer look for her services on this expedition. In case of an attack at Newport News, she will be of good service there. She is, doubtless, the worst sea boat of all the ferryboats with which I have had to do, and certainly the most unfortunate.

Why the *Perry* and *Barney* have not arrived here is more than I know. They ought to have left Hampton Roads more than a week ago. As they are both armed with 9-inch guns, I should greatly prefer to have their services, but in an onward movement I shall not wait a moment for them.

General Burnside is here with the most of his vessels and all of his troops. He reached this inlet in the *Picket*, simultaneously with my arrival in the *Spaulding*.

Owing to various serious difficulties it was not in his power before yesterday to make any rapid progress in getting his vessels over the bulkhead. Some of the difficulties, I fear, will prove insuperable, but many of them will be surmounted in a day or two; then we shall at once move together to our destined point of attack.

The channel way of this bulkhead is shallow, narrow, and tortuous. Under the most favorable circumstances scarcely an inch more than 7½ feet of water can be found in it. It was only by the greatest exertions and perseverance on the part of my officers and men, and by turning every possible expedient to prompt account, that our vessels of the heaviest draft (some of them drawing quite 8 feet) were worried through this perplexing gut; and it was in contending with this difficult passage, with our vessels struggling along unavoidably one by one, that I first expected opposition from the enemy, but nothing of the sort occurred. Until quite recently he was in the habit of visiting this neighborhood weekly, and amusing himself by keeping just out of harm's way and expending ammunition from rifled guns at the vessels in this harbor. In no instance, however, did any projectile of his ever reach any one of them. I had occasion to send out a steamer day before yesterday to ascertain if a certain buoy in the sound was still in its

place, and while engaged upon this service she discovered two rebel steamers in the distance. On the fact being communicated to Commander Rowan he instantly put after them with several of our steamers, but they at once took to flight, and were too far off to be overhauled.

Any decided approach now to this quarter on the part of the enemy, with all the force he can muster, would, to a moral certainty, result in his speedy capture or destruction.

I have the honor to enclose to you, herewith, a list of the vessels over the bulkhead and in readiness for operations, showing the names of their commanders and the character of their armament.

January 26.—The above was written to go by the *Spaulding* on the 23d, but a severe gale of wind has detained her. Since then the *Commodore Perry* has arrived, and General Burnside has succeeded in getting a considerable number of his vessels over the bulkhead. Things now look hopeful, and I sincerely trust that we shall be at the enemy very soon. The *Commodore Barney*, I am informed, was to have sailed two hours or so after the *Perry*. I therefore look for her every moment.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. FLAG-STEAMER PHILADELPHIA,
Hatteras Inlet, January 19, 1862.

The following is a list of the vessels now over the bulkhead and in readiness for service, showing the names of their commanders and the character of their armament:

Names of vessels.	Names of commanders.	Armament.
Stars and Stripes	Lieutenant Commanding Werden.	4 8-inch, of 55 cwt.; 1 20-pounder Parrott.
Louisiana	Lieutenant Commanding Murray.	1 8-inch, of 63 cwt.; 1 32-pounder, of 57 cwt.; 2 32-pounders, of 33 cwt.; 1 12-pounder rifled Dahlgren.
Hetzel	Lieutenant Commanding Davenport.	1 IX-inch; 1 80-pounder, rifled.
Underwriter	Lieutenant Commanding Jeffers.	1 8-inch, of 63 cwt.; 1 80-pounder, rifled; 1 12-pounder, rifled; 1 12-pounder, smoothbore.
Delaware	Lieutenant Commanding Quackenbush.	1 IX-inch; 1 32-pounder, of 57 cwt.; 1 12-pounder, rifled.
Valley City	Lieutenant Commanding Chaplin.	4 32-pounders, of 42 cwt.; 1 12-pounder, rifled.
Southfield	Acting Volunteer Lieutenant Commanding Behm.	3 IX-inch; 1 100-pounder, rifled.
Hunchback	Acting Volunteer Lieutenant Commanding Colhoun.	3 IX-inch; 1 100-pounder, rifled.
Morse	Acting Master Hays	2 IX-inch.
Whitehead	Acting Master French	1 IX-inch.
Seymour	Acting Master Wells	1 30-pounder, rifled; 1 12-pounder, rifled.
Shawsheen	Acting Master Woodward	2 20-pounders, rifled.
Lockwood	Acting Master Graves	1 80-pounder, rifled; 1 12-pounder, rifled; 1 12-pounder, smoothbore.
Ceres	Acting Master MacDiarmid.	1 30-pounder, rifled; 1 32-pounder, of 33 cwt.
Putnam	Acting Master Hotchkiss	1 20-pounder, rifled; 1 32-pounder, of 33 cwt.
Brinker	Acting Master Giddings	1 30-pounder, rifled.
Granite	Acting Master's Mate Boomer.	1 32-pounder, of 57 cwt.

The above force exhibits as follows:

	Guns.
IX-inch	11
100-pounders, rifled	2
80-pounders, rifled	3
8-inch, 63 cwt	2
8-inch, 55 cwt	4
32-pounders, 57 cwt	3
32-pounders, 42 cwt	4
32-pounders, 33 cwt	4
30-pounders, rifled	3
20-pounders, rifled	4
12-pounders, rifled	6
12-pounders, smoothbore	2
Total	48

L. M. GOLDSBOROUGH,
Flag-Officer.

Instructions from the Secretary of the Navy to the flag-officers commanding the blockading squadrons regarding the maintenance of an effective blockade of Southern ports.

NAVY DEPARTMENT, *January 23, 1862.*

SIR: The importance of a rigorous blockade at every point under your command can not be too strongly impressed or felt. By cutting off all communication we not only distress and cripple the States in insurrection, but by an effective blockade we destroy any excuse or pretext on the part of foreign Governments to aid and relieve those who are waging war upon the Government.

There is a manifest desire, if not determination, in certain quarters to break the blockade, and the apology therefor will be, if possible, a want of vigilance or efficiency on the part of our squadrons in guarding the coast in such a manner as to interdict communication. While confiding to your practical knowledge and judgment the disposition of the vessels committed to you, I have felt it my duty to warn you of the difficulty alluded to, and at the same time to suggest that, except when required by pressing necessity, there should not be a concentration of vessels at any given point, but that they should be spread so as to make the blockade effective throughout the whole extent of coast under your supervision. Most of the important ports are well guarded, though occasionally we hear that a vessel has run the blockade in bad weather, or in darkness, or at points least likely to attract attention. Every case of this kind, I have reason to believe, is noted and laid up as evidence that the blockade is not effective, and therefore is to be disregarded by those Governments whose subjects may become clamorous for supplies from the States blockaded.

The Department is aware of the difficulties you are compelled to encounter; it has been gratified with the ability and resources which you have brought into requisition to carry out the policy of the Government, and I wish in this communication, warning you of what may be apprehended from foreign interference, provided there is any want of vigilance or effectiveness in any quarter in keeping up a rigid blockade, to express my commendation, and also my confidence that you will, even in this stormy season, with such force as is at your disposition, interdict communication at every point, and thus destroy any pretense for breaking or attempting to break the blockade.

As fast as we can augment our force, or spare vessels from other points, we shall endeavor to reenforce your command; in the meantime our reliance must be on your own powers and capability in the squadron that you have.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Flag-Officer L. M. GOLDSBOROUGH (dated January 25, 1862),
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Flag-Officer SAML. F. DU PONT (dated January 25, 1862),
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from the Secretary of the Navy to Lieutenant Worden, U. S. Navy, regarding the complement of officers and men for the U. S. S. Monitor.

NAVY DEPARTMENT, *January 24, 1862.*

SIR: Arrangements have been made by the Bureau of Ordnance to supply guns to the Ericsson ironclad battery. The complement of officers for the battery will be in accordance with your suggestions. Two master's mates may be added if there are accommodations for them. The complement should be increased so as to allow as nearly as possible a full crew to each gun, taking into consideration the available force from the engineer's department. Some of the petty officers might be dispensed with, should the limited accommodations of the battery prevent this increase.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant Commanding JOHN L. WORDEN,
Navy Yard, New York.

Report of Lieutenant Bryson, U. S. Navy, commanding U. S. S. Chippewa, regarding a contraband.

U. S. GUNBOAT CHIPPEWA,
Off Wilmington, N. C., January 24, 1862.

SIR: I have the honor to inform you that on the night of January 11 a contraband came alongside this ship. He was received on board and shipped for one year at the compensation of $10 per month. Hamilton Davis (name of contraband) corroborates the statement made by contrabands on board the *Monticello* of New Inlet having been blocked up by the rebels.

I am, respectfully, your obedient servant,

A. BRYSON,
Lieutenant, Commanding.

Flag-Officer LOUIS M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding the U. S. ship Congress.

NAVY DEPARTMENT, *January 24, 1862.*

SIR: When you think the *Congress* can be spared from Hampton Roads send her to Boston.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, regarding the preparation and movements of blockade runners in foreign ports.

NAVY DEPARTMENT, *January 24, 1862.*

SIR: I transmit herewith for your information extracts from a dispatch dated the 3d instant, received by the Secretary of State from the U. S. consul at Liverpool, in relation to the *R. D. Shepherd*, the *Albert*, the *Ella*, the *Liberia*, and the *John Barbour*, vessels that will attempt, it is suspected, to run the blockade; also extracts from a dispatch dated the 25th ultimo, received by the Secretary of State from the U. S. minister at Constantinople, announcing the departure from that port of the British screw steamer *Circassian*, under circumstances that lead to a suspicion that she is destined for some point in the rebel States.

The U. S. minister at Brussels informs the Secretary of State that he had received a telegram announcing the sailing of the three-masted French steamer *Tage*, from Marseilles, on the 2d January, with 500 bales of army cloth, purchased by the rebel agents. The *Tage* cleared for Havana, but it is thought probable the cloth will be taken to Tampico and reshipped to some port in the insurrectionary States.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Captain D. G. FARRAGUT,
Appointed to command West Gulf Block. Squad. Hampton Roads.

[Enclosures.]

U. S. CONSULATE, LIVERPOOL, *January 3, 1862.*

SIR: Mr. Morris, U. S. minister at Constantinople, writes me, December 25, that the British steamer *Circassian* has cleared from that port for the United States under suspicious circumstances, and adds: "Our opinion here is that she is bound to a rebel port in the United States."

I have made enquiry about the *Circassian* and learn she is a large iron screw steamer of about 1,800 tons burden, three masts, full rigged, with but one funnel, and at the time she left Liverpool some months ago with her hull painted black.

The *R. D. Shepherd*, referred to in former dispatches, went into the river yesterday and will probably sail to-day.

The *Albert*, referred to in former dispatch, is now ready for sea. She belongs to the Charleston house [of] Fraser, Trenholm & Co.

The *Ella*, owned by the same house, is loading for Bermuda and Nassau; has taken on board 100 rolls of canvas; she, with the *Albert*, is intended to run the blockade.

Fernie Brothers & Co., of Liverpool, are now loading two vessels; one, the *Liberia*, of 855 tons, the other the *John Barbour*, 924 tons burden; the former for Vera Cruz [Mexico], the latter for Halifax [Nova Scotia]. I am credibly informed that both of these vessels are destined for the Southern ports and intend to run the blockade. I am also informed that this house now has on the sea several other vessels to run the blockade, which have cleared for British or Mexican ports.

This house [of] Fernie Brothers & Co. own the *Admiral*, which, I see by the papers, has been captured off Savannah. She cleared here on the 12th of September last for St. John, New Brunswick.

I will send in my next a description of the *Liberia* and *John Barbour* and their cargoes.

I enclose you a copy of the bills of entry furnished to me by the custom-house here of the captured ships *Cheshire* and *Admiral*.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY,
U. S. Consul.

Hon. WM. H. SEWARD,
Secretary of State.

N. B.—Since writing the above, one of my detectives has obtained a more accurate and minute description of the vessels referred to. I enclose the paper. The *John Barbour*, he informs me, is to sail to-morrow.

[Subenclosure.]

JANUARY 3, 1862.

Ship *Liberia*, of Liverpool, 855 tons, Captain Johnson; now lying in No. 4 Sandon graving dock. Hull dark green, coppered; white scroll on stern; *Liberia*, Liverpool, in black letters on white ground. Full rigged; masts and spars painted white. Three boats on boat beams, in front of poop; keel uppermost; painted blue to water mark, and painted white from water mark to keel. Long house amidships, painted white, containing cook house and officers' rooms. Now under repairs. Half bust of female, painted white, for figurehead.

Circassian, S. S., 1,387 tons; full-rigged ship. Black hull, with a yellow stripe round the molding, level with the deck. Female figurehead, painted white. One chimney, pink color, top black.

Ship *John Barbour*, of St. John, New Brunswick, 924 tons, Captain Ivey. Hull painted black, coppered. Carvings and name on stern painted white. Full-length figure of John Barbour, painted white. Lower masts painted plain oak, with iron hoops on fore and main masts painted white; topmasts bright; yards black. Two boats aft, painted white, on davits, each side of poop deck. A large house amidships, painted white, with cook house, etc. A long boat on top of house painted black, keel upwards; also quantity of spare spars, ropes, etc. Brass hand railing from top of poop deck to main deck, each side of stairs. A life buoy hanging at stern, painted white, and *John Barbour*, St. John, New Brunswick, in black letters. Sides from poop deck to the top painted white. Going out to-morrow (January 4).

LEGATION OF THE UNITED STATES OF AMERICA,
Constantinople, December 25, 1861.

* * * * * * *

A British steamer of the name of the *Circassian* cleared from this port December 20, under such suspicious circumstances that I deem it my duty to advise the Department of the fact. She cleared for the United States and sailed on that day. I was not aware of her intended clearance till her departure. The departure hence of a steamer for such a destination is of itself an extraordinary circumstance, but coupled as it is with great secrecy of movement, the fact is yet more striking. The presumption naturally is that she is destined for a rebel port in the United States, where, if she runs the blockade, she will probably be sold and converted into a man-of-war.

This vessel has for several years been engaged in the trade between Liverpool, Constantinople, and Trebizond, and is, I believe, partially owned by Greeks. She has been carrying the Greek flag on the fore and the British aft. She is about 1,000 tons burden, a screw steamer, with a round stern and sharp bow, and painted black. I have not been able to ascertain her cargo, as she came in from the Black Sea the day of her clearance here. If she sailed originally from Trebizond she may have a cargo of saltpeter, as that port is the point of shipment for the saltpeter of Armenia, where large lakes of it exist.

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Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding coal supplied to tugs chartered by the War Department.

U. S. S. ROANOKE,
Hampton Roads, January 25, 1862.

SIR: I beg leave to report to you that I this day had an application from S. Flanagan, esq., of Philadelphia, for 35 tons of coal for four tugs chartered from him by the War Department for General Burnside's expedition. Mr. Flanagan informed me he had applied to General Wool for coal, and that General Wool had told him that he had nothing to do with it, as it belonged to the Navy. These tugs have now been here ten days, at an expense of $300 per day to the Government. Under these circumstances I have thought it advisable to give them the coal, and trust my so doing will meet your approbation. I can not, however, see why the coal should not have been supplied by the military department at this place, but I would have preferred paying for the coal myself rather than there should have been any drawback to an expedition so important in its character, and in which the Navy is so closely connected.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Parker, U. S. Navy, commanding U. S. S. Cambridge, of the grounding of a light-boat in Lynn Haven Bay, Virginia.

U. S. S. CAMBRIDGE,
Off Cape Henry, Virginia, January 26, 1862.

SIR: I have to report that the light-boat stationed at the tail of the Horseshoe was discovered this morning shortly after daylight to be

hard and fast on shore at Lynn Haven Bay, about 8 miles from the light-house on Cape Henry.

We approached to a safe distance to reconnoiter, but could see no one on the beach or on board the light-boat. The sails had been removed.

I consider that it will be difficult to get her afloat under the circumstances, as any attempt of this kind would probably be opposed by the rebels on shore.

Respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Captain JOHN MARSTON,
Senior Officer in Command, U. S. S. Roanoke, Hampton Roads.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the movements of vessels.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, January 27, 1862.

SIR: I have the honor to report to you the arrival yesterday of the U. S. brig *Perry*, bound to Aspinwall, and this day the steamers *Daylight* and *Monticello*, the former from Baltimore, and will be at once dispatched to the Rappahannock to relieve the *Dawn;* the latter from off Wilmington [N. C.], for repairs and stores.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the detention of the U. S. ship Jamestown.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, January 27, 1862.

SIR: Your letter of the 24th instant is received, and in reply beg leave to inform you that the *Jamestown* is still here, having been detained from being in readiness for sea by the very stormy weather we have had at this place; but I am urging her commander to make every exertion to get on his station, and she will sail at the earliest practicable moment.

The schooners *George Mangham* and *Adolph Hugel* are here waiting the arrival of the U. S. schooner *T. A. Ward*, with stores for them. I shall follow your instructions to advise the Department of all arrivals.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Worden, U. S. Navy, regarding the complement of officers and crew for the U. S. S. Monitor.

NAVY YARD, NEW YORK, *January 27, 1862.*

SIR: I have the honor to acknowledge the receipt of your communication of the 24th instant, in relation to the complement of officers and crew for Ericsson's ironclad battery.

In estimating the number of her crew, I allowed 15 men and a quarter gunner for the two guns, 11 men for the powder division, and 1 for the wheel, which I deem ample for the efficient working of her guns in action. That would leave 12 men (including those available in the engineer's department) to supply deficiencies at the guns, caused by sickness or casualties. I propose to use a portion of the petty officers at the guns, and in naming the number of that class I thought I would be enabled to obtain a better class of men for that purpose.

It is believed that 17 men and 2 officers in the turret would be as many as could work there with advantage; a greater number would be in each other's way and cause embarrassment.

The limited accommodations of the battery and the insufficiency of ventilation renders it important that as few as is consistent with her efficiency in action should be put in her.

In relation to master's mates, one might be ordered; more would overcrowd her accommodations and seems to be unnecessary.

Very respectfully, your obedient servant,

JOHN L. WORDEN,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, *January 27, 1862.*

Proceed with all possible dispatch to Hatteras Inlet and report for duty to senior naval officer there. Return to Hampton Roads by the 7th of February next.

GIDEON WELLES,
Secretary of the Navy.

Lieutenant Commanding A. D. HARRELL,
Commanding U. S. S. Miami, Navy Yard, Philadelphia.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the condition of the U. S. steamers Whitehall and Monticello.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, January 28, 1862.

SIR: I herewith enclose you Chief Engineer Loring's report on the *Monticello* and *Whitehall*, by which you will see that extensive repairs are necessary for both these vessels. I feel so anxious for the *Monticello* to be at her station again that I feel bound to recommend that that vessel be sent to Baltimore for repairs, as they can be done at a much

less waste of time than if executed here. You will perceive that the loss of the *Monticello* and the *Albatross* decreases our blockading force very materially.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding provisions and stores.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, January 28, 1862.

SIR: I last evening received from Flag-Officer Goldsborough a letter dated the 17th instant, directing me to send to him by 1st to 5th of March sixty days of provisions, small stores, etc., for 1,000 men. I have made arrangements with Paymaster Looker to have all those articles kept ready at an hour's notice, irrespective of those for other purposes. I hope to find a vessel here that I can charter, but if not within a week or so, I shall send north to have one here in time, unless otherwise directed by you.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding information received from contrabands.

U. S. S. ROANOKE,
Hampton Roads, January 28, 1862.

SIR: I beg leave to report that 15 contrabands made their escape from Sewell's Point last night and were picked up by one of our tugs.

These contrabands state that there are 30 guns at Sewell's Point, one of which is 11-inch; that there are 5 guns between Sewell's Point and the Rip Raps, one of them being directly opposite that place. There are about 2,500 troops at Sewell's Point, most of them from North Carolina, Georgia, and Louisiana. They heard that the *Merrimack* was taken out of dock yesterday, but did not see her. There are from 4,000 to 5,000 troops at Norfolk, and that 1,200 were sent from thence to Roanoke Island on Saturday, the 26th.

Will you please inform me what I shall do with the contrabands who are not required for the service.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of Navy.

[Endorsement.]

Ship such contrabands if wanted. If not, they can be turned over to the Army for employment, or permitted to go to New York or Philadelphia as there is opportunity, provided you are satisfied they are not disloyal.

[WELLES.]

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the U. S. ship Congress.

U. S. S. ROANOKE,
Hampton Roads, January 28, 1862.

SIR: Your letter of the 24th instant, relative to the *Congress* going to Boston, is at hand; but as long as the *Merrimack* is held as a rod over us I would by no means recommend that she should leave this place.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the preparations for the attack on Roanoke Island.

U. S. FLAG-STEAMER PHILADELPHIA,
Pamlico Sound, January 29, 1862.

SIR: Since my last communication to the Department, dated January 23 and 26, nothing of moment has occurred in this quarter beyond the getting of a number more of the vessels belonging to General Burnside's branch of the expedition over the bulkhead and the arrival of the *Barney*. Both this vessel and the *Perry* got over the bulkhead promptly, and they make the number of our naval vessels now there, exclusive of the *Philadelphia*, 19, and increase the number of their 9-inch guns from 11 to 15. Nothing whatever detains us from making an onward movement but the difficulties attending the army branch of our forces, and, indeed, this has been the case ever since the 19th instant. Were it not for the number of troops the enemy has on Roanoke Island and the absolute necessity for our troops to assist in subduing them, after the reduction of its several forts, and then to occupy it immediately in force, I should have moved off alone with my own branch of the expedition more than a week ago; but as things stand my hands are emphatically tied, and certainly my patience is well-nigh exhausted. All that I can do with prudence, so far as Roanoke Island is concerned, is to wait until General Burnside can get himself ready, and this will yet require several days more of good weather. He has been compelled to lighten many of his vessels of everything in order to get them over the bulkhead, which, of course, involves the necessity of reloading and of reembarking troops, and also of consulting suitable opportunities for the purpose.

In view of what is to be done after the taking of Roanoke Island, and the actual state of things in regard to General Burnside's vessels, I beg to say that in my judgment it would be of immense benefit to our operations if all the smaller class of new gunboats, drawing not over

7½ feet of water, and especially those having a rudder at each end, could be sent to me as early as practicable.

January 30.—The steamer that was to have been dispatched yesterday by the army for Hampton Roads, and to have conveyed this communication among others, did not leave, and will not, I am now informed, until this afternoon. Since yesterday three more of General Burnside's vessels have been gotten over the bulkhead, and all of them of an important consequence in the way of conveying his troops. He has now enough over, I think, to accomplish our ends at Roanoke Island, and I dare say, from our conversation yesterday, that he himself is of the same opinion. If so, we shall certainly soon be off for that quarter, provided the weather continues to allow reloading and reembarking.

I am happy to say that my officers and men enjoy excellent health, and all are exceedingly anxious to measure arms with the enemy. None entertain a shadow of doubt as to the result, unless, forsooth, he has availed of our unexpected and protracted delay here to strengthen himself most materially. We have no very recent intelligence from Roanoke Island, nor can we, despite of efforts, procure any. As to the condition of things there three weeks ago we are pretty well posted.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding second division in Pamlico Sound, regarding the shortening of fuzes in making attack.

U. S. FLAG-STEAMER PHILADELPHIA,
Pamlico Sound, January 30, 1862.

SIR: In passing through the marshes, where it is quite certain we shall encounter the enemy, it is more than probable that we shall have to go considerably nearer to his guns than the distance due to a 5-second fuze of 1,400 yards, and this will require that those fuzes should be shortened correspondingly in order to make the shells tell in the most effective manner. I desire therefore that you will put the commanding officers of your division on their guard upon this point, and direct them, if necessary, how the fuzes may be properly shortened. By consulting the pilots, and assuming that the enemy has a battery just abreast of the little island at the marshes, which island we shall have to leave on our starboard hand in going through, the distance in view can be nearly ascertained. I intend no delay in going through the marshes, but every vessel is to dash ahead as fast as she can and at the vessels of the enemy, which, probably, will be drawn up to give us a first meeting just inside the marshes and within supporting distance of the small battery said to be placed thereat. Our first hard fighting, I think, will be at Pork Point, on Roanoke Island, and about that point the enemy's vessels may again meet us after being driven from the marshes; or, indeed, they may first meet us there. As at present advised the landing of our army will take place at Sandy Point. If there be a battery there, about which doubts are entertained, it will have to be silenced at once, in order to get the army on shore; but from the best information I can gather we shall find it vacant.

Use your own discretion entirely about having any 5-second fuzes shortened in anticipation of our getting up to the marshes.

The generals all assure me that they will certainly be ready to move in a day or two, weather permitting. Our first move will be from this to an anchorage a few miles this side of the marshes. There we shall remain during the night, being careful to show no lights, and the next morning at daylight we shall move onward and do our best. Then, if not the evening before, I shall hoist my flag on board the *Southfield*. I wish a good lookout kept for signals that I may make from wherever my flag may be exhibited, and every care to be observed in their execution.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander STEPHEN C. ROWAN,
Commanding Second Division, U. S. Expedition, Pamlico Sound.

Order of the Secretary of the Navy to Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding repairs to vessels.

NAVY DEPARTMENT, *January 30, 1862.*

SIR: Any of the vessels at Hampton Roads requiring repairs which can be made at Baltimore will be sent to that place for the purpose without waiting for instructions from the Department. Flag-Officer Goldsborough has already received directions to this effect from the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain JOHN MARSTON,
Commanding U. S. S. Roanoke, and Senior Officer present.

[Telegram.]

NAVY DEPARTMENT, *January 30, 1862.*

I congratulate you and trust she* will be a success. Hurry her for sea, as the *Merrimack* is nearly ready at Norfolk and we wish to send her here.

G. V. FOX,
Assistant Secretary Navy.

J. ERICSSON,
New York.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding probable date of attack upon Roanoke Island.

U. S. FLAG-STEAMER PHILADELPHIA,
Pamlico Sound, North Carolina, Friday, January 31, 1862.

SIR: General Burnside has now over the bulkhead all the vessels of his branch of the expedition that he needs, and he assures me that on Monday next at the furthest he will be ready to move. If so, then we shall start for Roanoke Island, unless prevented by bad weather.

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*This refers to the launching of the *Monitor*.

According to information which we received last night the enemy has 2,300 men on the island, and 5,000 at Nag's Head. The latter, no doubt, are intended for the twofold purpose of securing a retreat by the sea-side and of preventing us from approaching Norfolk by that way, of which serious dread seems to be entertained. From what we gather, the forts on the island have not been materially strengthened.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding second division in Pamlico Sound, regarding distribution of additional men.

U. S. FLAG-STEAMER PHILADELPHIA,
Pamlico Sound, January 31, 1862.

SIR: There has just arrived here a company of men belonging to the Army, numbering about 90, all of whom are sailors except four or five, and General Burnside is very willing for us to have the men distributed among our vessels. I wish you would get them and dispose of them where most needed. Apply to the general for the purpose. They will, I think, answer us admirably.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander S. C. ROWAN,
Comdg. Second Division, U. S. Expedition, Pamlico Sound.

Report of Captain Marston, U. S. Navy, Senior Officer in Hampton Roads, regarding firing heard in the direction of Beaufort and Roanoke Island, North Carolina.

U. S. S. ROANOKE,
Hampton Roads, February 1, 1862.

SIR: I have the honor to report to you the arrival during the past night of the bark *Gemsbok*, from Beaufort, N. C. Captain Cavendy informs me that on Tuesday, the 28th ultimo, he heard heavy firing in the rear of Beaufort, but has no conjecture as from whom it proceeded. Captain C. also reports that on Thursday, the 30th ultimo, at 9 o'clock a. m., while off Roanoke Inlet, he heard heavy firing in the direction of Roanoke Island, leaving on my own mind no doubt that Flag-Officer Goldsborough is at work.

Captain Cavendy reports verbally the *Gemsbok's* mainmast as rotten and other disabilities. As soon as I receive his written report I shall order a survey and report to you the result.

The weather is stormy, with rain, which detains the *Jamestown* from sailing. The *Jamestown* has been under sailing orders for two days past.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy. Washington, D. C.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to the senior officer off Wilmington, N. C., to send the U. S. S. Chippewa off Nag's Head to dislodge the enemy.

U. S. FLAG-STEAMER PHILADELPHIA,
Pamlico Sound, February 1, 1862.

SIR: We have received information that the enemy has concentrated a force of some 5,000 men at Nag's Head, which, as you are doubtless aware, lies about 40 miles to the northward and westward of Cape Hatteras. Immediately on the receipt of this, I wish you to dispatch the *Chippewa* to go off that place, approach it as nearly as prudence and safety will permit, and dislodge the enemy if he be there. He is said to be stowed away in the woods thereabouts. Shelling will probably compel him to stir and show himself. We have an abundant supply of coal at Hatteras Inlet, and any vessel of ours not drawing over 11 feet can procure it there. Should it be that the *Chippewa* can not be so dispatched, let the next best steamer for the purpose now off Wilmington be sent to the point indicated without delay. Whether the enemy be discovered or not, I wish a report made to me at Hatteras Inlet of the result of the reconnoissance.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

SENIOR U. S. NAVAL OFFICER,
Blockading off Wilmington, N. C.

P. S.—It would be well in any event for the vessel to remain off Nag's Head for several days after she gets there, as we, in a day or two from this, weather permitting, are to advance upon Roanoke Island, and the enemy may be compelled to retreat by the way of Nag's Head. Then her guns could play upon him with great advantage to our purposes.

L. M. G.

P. S.—Again: The shore along and about Nag's Head, I am informed, is comparatively bold, and may be approached by a vessel of moderate draft quite within good and effective cannon range. A vessel off there will be able to hear very distinctly any firing going on at Roanoke Island. Indeed, she may place herself at a distance scarcely exceeding 3 miles or so from that island.

L. M. G.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, giving information received from Confederate deserters.

U. S. FLAG-STEAMER PHILADELPHIA,
Pamlico Sound, February 1, 1862.

SIR: The army steamer to have left yesterday for Hampton Roads did not depart, in consequence of bad weather. Five of the enemy's soldiers came to us yesterday from Middletown, Hyde County, N. C., in a small schooner, loaded with wood, which they had taken, without authority, to effect their escape. They tell us that at least two-thirds of the population of both Hyde and Beaufort counties are in favor of the Union, but that the poor are held in entire subjection by the rich; and also that the greatest consternation exists with regard to this expedition. I infer from their remarks that the *Merrimack* may have been

let out of dock, and may I ask therefore if it would not be well to send the Ericsson or any other ironclad steamer that may be ready, to Hampton Roads as early as practicable, in order to contend with that vessel on her own terms?

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

February 2.—Supposing the report to be true that the enemy had concentrated 5,000 men at Nag's Head, I yesterday sent an order to the senior naval officer off Wilmington, N. C., to dispatch the *Chippewa* forthwith to that place to dislodge him if there, and to ascertain the fact by throwing some shells among the woods where he is said to be sheltered. In case of any difficulty about the *Chippewa*, the next best steamer at hand off Wilmington is to be sent in her place. Whichever steamer be sent, she is to remain off Nag's Head several days after reaching there, so that, in case of a retreat of the enemy from Roanoke Island by that way, his progress may be interrupted. The officer is informed of the probable time that our attack upon the island will take place, and he can place himself within easy hearing distance of the scene. An army steamer conveyed my communication to Wilmington.

General Burnside assures me that he will be ready to move by to-morrow morning. Nothing else in the world detains me from moving at a moment's warning.

L. M. G.

Order of Captain Marston, U. S. Navy, senior officer in Hampton Roads, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, to proceed with that vessel to Baltimore for repairs.

U. S. S. ROANOKE,
Hampton Roads, February 2, 1862.

SIR: You will proceed to Baltimore with the *Monticello*, under your command, for the purpose of having your engine repaired and put in order; to do which you will employ either of the three following establishments, viz: Messrs. John Wells & Son, Hazlehurst & Co., or Charles Reeder. You will please make the best terms you can for the Government with the establishment you may choose to employ, and inform me what the probable cost will be, as well as from time to time how you proceed.

You will use every possible means in your power to forward the repair of your engine and return to this place at the earliest day you can.

If the receiving ship at Baltimore can accommodate your men without tresspassing too much on the crew of that vessel, you can place your men on board of her. I would impress on you the necessity of your returning to Hampton Roads with as little delay as possible.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Lieutenant Commanding D. L. BRAINE,
Commanding Monticello.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the movements of United States vessels.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, February 2, 1862.

SIR: I am in receipt of your two letters of the 31st ultimo, and their contents attended to.

I beg leave to inform you that I have this day sent the steamer *Monticello* to Baltimore for repairs of her engine. I gave Lieutentant Commanding Braine the names of three establishments from which to choose, all said to be good machinists, viz: John Wells & Son, Hazlehurst & Co., and Charles Reeder, directing him to make the best terms for the United States in his power. I would also report that the U. S. S. *Hartford* went to sea this morning. The *Jamestown* made the attempt to do so, but the wind was too scant and the pilot determined not to move. She will sail the first opportunity.

The *Daylight* proceeded this day off York River, and on her arrival there the *Dawn* will go to New York for her boiler.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Instructions from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding second division in Pamlico Sound.

U. S. FLAG-STEAMER PHILADELPHIA,
Pamlico Sound, Sunday, February 2, 1862.

SIR: I wish you to have two steamers detailed to take in tow the *Granite* and *Howard* when we come to move from this, which, as at present advised, will probably be early to-morrow morning.

I want Lieutenant-Commanding Jeffers, on our approaching Long Point Shoal [Long Shoal Point?], to place a buoy on its outer or eastern extremity in case of finding that one is not there already; and, as he may require the *Granite's* services for the purpose, perhaps his vessel had better be the steamer to take her in tow.

When the time arrives for getting the squadron underway, the necessary signal will be made by me. The second division, under your immediate command, is to be the leading one, observing the distribution of columns, with as many vessels of each arranged abreast in the course of our advance toward the marshes, as circumstances, convenience, and safety will permit.

In order to distinguish the vessel on board of which you may at any time be, and for the security of regularity and system, it is proper that you should have and keep hoisted on board of her the red division flag prescribed by the signal book, and this course I desire you to observe.

On reaching the neighborhood of the place where I now intend anchoring after leaving here, I shall give notice by first making the preparatory signal, and I shall wish the vessels of your division to anchor in advance of all the rest.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander S. C. ROWAN, U. S. Navy,
Commanding Second Division, U. S. Expedition, Pamlico Sound.

Order of Commander Rowan, U. S. Navy, commanding naval division in Pamlico Sound, to the commanding officers of columns, regarding the advance upon Roanoke Island.

U. S. S. DELAWARE,
Pamlico Sound, February 2, 1862.

GENTLEMEN: In passing this—the marshes—where it is thought we shall meet opposition from a battery on the port side and perhaps the enemy's vessels in front and starboard bow, I deem it advisable to move the squadron through the narrow pass in the river laid down in the accompanying paper. By referring to this paper it will be seen that my object is to preserve the order of advance in three columns abreast till we approach the pass, where the leaders of the columns will so arrange themselves on a bow and quarter bearing on the *Stars and Stripes* which will enable each of the three vessels to keep up a fire on the fort in approaching and passing it. Having passed the battery, the order abreast will be restored, after which we must be governed by circumstances.

It is said in high quarters that we sail to-morrow.

I send shot plugs to be distributed by the officers to their columns.

Let it be understood that each leader keeps his column intact, with instructions to preserve their respective stations, and not break the columns unless ordered to do so by signal to the commanders of columns from this vessel, or the commander in chief, wherever his flag may be.

Wishing all success, I am, very respectfully, your obedient servant,

[S. C. ROWAN,]
Commanding Naval Division of Forces in Pamlico Sound.

Captain WERDEN,
Commanding First Column.

Captain MURRAY,
Commanding Second Column.

Captain DAVENPORT,
Commanding Third Column.

Should there not be room to pass in three columns, the second column will give way and fall in the rear of the third, and restore order as soon [as] the narrows are passed.

Letter from Captain Van Brunt, U. S. Navy, commanding U. S. S. Minnesota, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, referring to the C. S. S. Virginia (Merrimack).

U. S. S. MINNESOTA, *February 2, 1862.*

MY DEAR GOLDSBOROUGH: I have just learned that a vessel (transport) would leave this evening for Hatteras. I am very anxious to hear from you. The *Gemsbok* passed Hatteras on the 29th and heard heavy firing in the vicinity of Roanoke Island, which put us all upon the *qui vive*. I send you a number of letters and some newspapers. We have very little news here. The *Merrimack* is, without doubt, out of dock and almost ready for a move. I am anxiously expecting her and believe I am ready, but I have doubts about her venturing out of Elizabeth River. I understand they have been putting down moorings for her about a

mile inside of Sewell's Point, and should not be surprised if she was only used for harbor defense, as I am told she floats with her roofing 2 feet under water, and that, in consequence, she can carry no battery. She is exceedingly crank and would be unsafe if she happened to get across the tides and might turn turtle.

I hope all the stores sent have arrived safely. Please tell Case I will send those I was obliged to order from Baltimore as soon as possible. Your gin—have you received it? It was sent by same conveyance as the provisions (by Kemberly), but I trust you will have no occasion for its use.

The backgammon does not flourish since you left. Doctor Dillard has been detached through the intercession of some of his friends and left us on Friday. This parting with old friends is unpleasant. Doctor Wood has been ordered to relieve him as fleet [surgeon].

Farragut, in his flagship, the *Hartford*, who has been here three or four days, sailed this morning for his command. Commander Bell is his fleet captain and Commander R. Wainwright commands the ship.

* * * * * * *

Your old friend and messmate,

G. J. VAN BRUNT.

Flag-Officer L. M. GOLDSBOROUGH,
Hatteras Inlet.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, of consultation with Brigadier-General Burnside, U. S. Army.

U. S. FLAG-STEAMER PHILADELPHIA,
Pamlico Sound, February 3, 1862.

SIR: General Burnside was not quite ready to move his force this morning, and had he been the weather would have detained us. He has just left this vessel, after holding with me a full and free consultation with regard to the details of our operations. Our plans are as fully matured as they well can be, and everything between us is, I think, sufficiently understood. He will certainly be ready to start very soon.

This morning 19 contrabands, as they are popularly called, came over to us from Middletown, Hyde County, N. C.; 4 of them are men, 5 are women, and the rest children. At my request General Burnside has ordered all of them to be received and cared for at Fort Hatteras. They afford us no information of value.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding certain vessels of the blockading force.

U. S. S. ROANOKE,
Hampton Roads, February 3, 1862.

SIR: I had this pleasure on the 29th ultimo, informing you what I had done relative to your provisions, which I have no doubt will be with you at the appointed time.

I have to report that the *Albatross* and *Monticello* have come in, both with their machinery so much out of order as to require extensive repairs, and the hull of the former, especially in her upper works, so very defective as to be beyond repairing with our force of mechanics. I have been directed by the Department to send them to Baltimore, whence the *Monticello* sailed yesterday, and the *Albatross* will follow as soon as some things are done for her.

The commanders of these vessels have strict injunctions to effect their repairs with all possible dispatch and return to this place instanter.

The *Gemsbok* arrived yesterday and reported all well off Beaufort, none of the vessels having escaped from thence, but that one schooner attempted to do so and got on shore (inside), where she now lays high and dry.

The *Gemsbok* reports her fore and main masts rotten, and other defects, and I have ordered a survey on her, which, as soon as the storm subsides, will enter on its duties. I am in hopes that the *Gemsbok* will not be detained from her station; if she is, there will be three vessels absent. It is now blowing strong from E. S. E., with snow. I have brought to the attention of the Department the absence of the *Albatross* and *Monticello*, and shall do so with regard to the *Gemsbok* if she is deemed unfit to return.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

P. S.—The *Daylight* has gone to York River, and the *Dawn* has been ordered to New York.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding the blockade of Wilmington, N. C.

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., February 3, 1862.

SIR: I have received your communication of the 2d [1st] instant and regret to inform you that I am the only vessel now off this port, as the U. S. steamers *Monticello* and *Chippewa*, being both out of coal, had to be dispatched to Hampton Roads for a supply. I am in daily anticipation of the return of the *Monticello*, as she left here on the 25th ultimo; directly that she arrives I will dispatch her.

As there is so much at stake here (the *North Carolina* and *Gordon* both being ready to run the blockade at any moment) it would be imprudent to leave this port unguarded at this juncture.

Everything is quiet off this place and we are all well on board.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding the Atlantic Blockading Squadron.

Report of Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, of the arrival of that vessel at Baltimore for repairs.

U. S. S. MONTICELLO,
Baltimore, February 3, 1862.

SIR: I have the honor to report the arrival of the U. S. S. *Monticello* at this place under orders from Captain John Marston (senior officer present at Hampton Roads), to have her boilers and machinery repaired.

I am, very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant, Commanding U. S. S. Monticello.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the U. S. S. Chippewa.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, February 4, 1862.

SIR: I beg leave to report to you the arrival last evening of the U. S. S. *Chippewa* from off Wilmington. As soon as she replenishes her coal, provisions, etc., I shall order her to return to her station.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the movements of the U. S. vessels Jamestown and Albatross.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, February 4, 1862.

SIR: I am happy to inform you that the *Jamestown* has at last gone to sea. The *Albatross* also left this evening for Baltimore for repairs.

I have impressed on the commanders of both the *Monticello* and *Albatross* the necessity of returning to this place at the earliest possible time.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Commander Rowan, U. S. Navy, commanding naval division in Pamlico Sound, to Captain Davenport, U. S. Navy, commanding the third column, regarding lights.

U. S. S. DELAWARE, *February 4, 1862.*

SIR: No lights are to be visible from the vessels under your command after leaving this anchorage.

You will caution your commanders on this subject, particularly the ferryboats.

Very respectfully,

S. C. ROWAN,
Commander, etc.

Captain DAVENPORT,
Commanding Third Column, Hetzel.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the U. S. S. Dawn.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, February 5, 1862.

SIR: I have the honor to report to you that the *Dawn* came in this morning from York River, Captain Clary thinking it best to put all the coal I had sent him on board the other vessels and come here for a further supply, which action I have approved of. The *Dawn* will leave again early to-morrow.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the U. S. vessels Miami, Dawn, and Gemsbok.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, February 5, 1862.

SIR: I beg leave to report to you the arrival this p. m. of the U. S. S. *Miami*, last from off Cape Hatteras. The *Miami* was towed to this place by the steamer *Constitution*. At the earnest request of Lieutenant-Commanding Harrell I have permitted him to send an officer to Washington to make a personal explanation to you as to the condition of that vessel, which I hope will meet your approbation.

The *Dawn* went to sea this evening. I have had the *Gemsbok* surveyed, and find she requires some repairs in spars and rigging, all of which can be done here, and she will be prepared for sea as early as possible.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Harrell, U. S. Navy, commanding U. S. S. Miami, regarding the defects of that vessel in propelling and steering qualities, and consequent delay in execution of orders.

U. S. S. MIAMI,
Hampton Roads, February 5, 1862—2 o'clock.

SIR: I have the honor to report, with deep regret, that, owing to great and signal difficulties in the propelling power and steering qualities of this vessel, I have been utterly unable to obey your order to

proceed to Hatteras Inlet, and it is owing only to the kind and promptly rendered assistance of the transport steamer *Constitution*, in towing us from off Cape Hatteras to Hampton Roads, that I am able to address the Department from this place.

We left the Philadelphia navy yard on the morning of January 29, but owing to fog, ice, and the imperfect working of our machinery (that now for the first time was tried away from the wharf) the pilot was unwilling to proceed. We therefore anchored in the channel. The next morning at daybreak, the weather being a little more favorable, we got underway and proceeded down the Delaware.

The engine worked badly, stopping frequently upon its center, and the rudder seemed to have little influence on her course—same when hard up or down.

That night we were compelled to anchor off Bombay Hook light. On Friday morning at daybreak we were again underway, and, laboring under the same difficulties as on the previous day, we reached the Delaware Breakwater at 3 in the afternoon. The chief engineer reported it indispensably necessary that certain repairs and alterations should be made in the engine. It was patent to all that the machinery required overhauling, and I directed him to get it in seaworthy condition. On Sunday morning, the 1st instant, the necessary changes having been made, and the engine being reported in good order, we proceeded to sea, and shaped our course toward Hatteras Inlet. Our experience on Delaware River and Bay had not awakened any brilliant anticipations in regard to the speed or seaworthy qualities of the *Miami;* but I felt the importance of making all haste, and determined to strain every nerve in order to reach our destination. The wind was moderate from the north and westward, the water smooth, and, under steam and the head sails, we got along passably well until evening, when the wind came out from the northward and eastward, with considerable sea. Then the radical imperfections of the vessel began to manifest themselves strikingly. The salt water and heavy rolling of the ship, as the sea increased, rapidly diminished the steam-producing capacity of the boilers. The blower was put on, and then it filled the engine room with strangulating gas; it was kept on for most of the time, yet it was of no avail. The pressure of the steam continued to sink during the night and until Monday evening, when the chief engineer reported to me that it would be necessary to stop the engine, in order to get up steam enough to drive ahead at all. We were off the Wimble Shoals; our boilers had given out; our sails, simply auxiliary, hardly more than kept steerageway on the vessel, which seldom answered her helm until it was put hard up or hard down. In this altogether unseaworthy condition, with the Hatteras coast under our lee, our only resource was to get her head round to the northward and endeavor to reach Hampton Roads. A northeaster of any violence must have inevitably driven us on shore. A heavy northwester would have drifted us helplessly into the Gulf Stream. Our head was turned to the northward. The weather was thick, rainy, and threatening, but a little before midnight a moderate breeze came out from the northward and westward. Favored by this, and stopping the engine at intervals until a good head of steam (soon worked off) could be got up in the boilers, we advanced on an average of a couple knots an hour through the water. Fortunately, on Tuesday, about sunset, the steamer *Constitution*, Captain Fletcher, made us, and at 6 p. m., in accordance with my request, took us in tow and brought us into Hampton Roads. I can only make a hurried report, but I can assure the Department that the *Miami* is altogether unseaworthy in her present condition. If

greater surface be given to her rudder, and if her boilers can be increased so as to supply sufficient steam to propel her engines, she will make a very good sea boat, and will prove herself most admirably adapted to fighting service in the shallow bays and rivers of the Southern coast.

I beg leave to refer to the report of Acting Chief Engineer Victor for details as to the behavior of the engine and boilers.

As the *Miami* is the first vessel of her class that has ever been to sea, I have concluded to send Lieutenant Townsend (with the commanding officer's permission), to whom I beg to refer for any information in regard to the vessel the Department may require.

I have the honor to be, your obedient servant,

A. D. HARRELL,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary Navy, Washington, D. C.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, of the sailing of the British schooners Loanno and Success for blockaded ports.

NAVY DEPARTMENT, *February 6, 1862.*

SIR: The U. S. consul at Halifax [Nova Scotia] telegraphs that the British schooner *Loanno* sailed from that place on the 1st instant, with a cargo of fish. Her reported destination is Baltimore, but her real destination is believed to be some Southern blockaded port.

The British schooner *Success*, 81 tons, is reported as having cleared from St. John, New Brunswick, on the 24th ultimo, for Nassau, with the intention, it is strongly suspected, of attempting to run the blockade. She has a cargo of oakum, fish, butter, soap, quinine, pig iron, etc., valued at $5,866.32 (actual value not less than $10,000). Her destination is believed to be some port in South Carolina or Florida.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Eastern Gulf Blockading Squadron, Key West, Fla.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, Ship Island.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Battle of Roanoke Island, February 7 and 8, 1862.*

Preliminary report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, forwarding copy of general order issued to the officers and men of his command.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, February 9, 1862.

SIR: Roanoke Island is ours. Its military authorities struck to us yesterday. Their means of defense were truly formidable, and they

* For reports of part taken by the Armies, see Official Records of the Union and Confederate Armies in the war of the Rebellion, Series 1, Vol. IX, pp. 73–190—COMPILERS.

were used with a determination worthy of a better cause. They consisted of 2 elaborately constructed works, mounting together 22 heavy guns, 3 of them being 100-pounder rifles; 4 other batteries, mounting together 20 guns, a large proportion of them being also of large caliber, and some of them rifled; 8 steamers, mounting 2 guns each, and each having a rifled gun with the diameter of a 32-pounder; a prolonged obstruction of sunken vessels and piles to thwart our advance; and, all together, a body of men numbering scarcely less than 5,000, of whom 3,000 are now our prisoners. The fighting commenced on the morning of the 7th instant at about 11 o'clock, and was continued until dark. The following morning it was renewed at an early hour, and it lasted until well in the afternoon, when, by a bold charge of our army, the rebel flag was made to succumb, and our own was hoisted everywhere on the island in its place. No attack could have been more completely executed, and it was carried out precisely in accordance with the arrangements made before the expedition left Hatteras Inlet.

A detailed account of the operations of the naval branch of the expedition will be forwarded to the Department hereafter.

I beg to submit herewith a copy of a general order issued to-day to be read on the quarter-deck of each vessel belonging to that branch of the expedition.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

GENERAL ORDER.] U. S. FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, February 9, 1862.

To the officers and men under my command engaged in the reduction of Roanoke Island:

Your efforts of yesterday and the day before against the enemy were alike worthy of yourselves and the sacred cause our glorious flag upholds.

I thank you for them, and congratulate you upon the results achieved. No commander in chief could have been more gallantly sustained, or could have desired a more gratifying display of coolness, skill, and discipline.

We have yet more work of the kind to accomplish, and will soon deliver another blow to crush the hydra of rebellion.

From what I have already witnessed, I am sure that you will do it well.

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Detailed report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, February 18, 1862.

SIR: The following detailed report concerning the part taken by some of the vessels belonging to the North Atlantic Blockading Squadron in the engagement of the 7th and 8th instant, I have now the honor to submit:

On the 28th ultimo all the vessels composing the naval branch of our combined expedition, intended by my arrangements to participate in

the reduction of Roanoke Island and operate elsewhere in its vicinity, were over the bulkhead at Hatteras Inlet and in readiness for service, but owing to circumstances already communicated to the Department, it was not until the 5th instant that those composing the army branch of it were similarly situated.

The naval vessels in view, all of which were placed by me under the general command of Commander S. C. Rowan, were the *Stars and Stripes*, Lieutenant Commanding Reed Werden; *Louisiana*, Lieutenant Commanding A. Murray; *Hetzel*, Lieutenant Commanding H. K. Davenport; *Underwriter*, Lieutenant Commanding William N. Jeffers; *Delaware*, Lieutenant Commanding S. P. Quackenbush; *Commodore Perry*, Lieutenant Commanding C. W. Flusser; *Valley City*, Lieutenant Commanding J. C. Chaplin; *Commodore Barney*, Acting Lieutenant Commanding R. T. Renshaw; *Hunchback*, Acting Lieutenant Commanding E. R. Colhoun; *Southfield*, Acting Volunteer Lieutenant Commanding C. F. W. Behm; *Morse*, Acting Master Commanding Peter Hays; *Whitehead*, Acting Master Commanding Charles A. French; *Lockwood*, Acting Master Commanding G. W. Graves; *Henry Brinker*, Acting Master Commanding John E. Giddings; *I. N. Seymour*, Acting Master Commanding F. S. Wells; *Ceres*, Acting Master Commanding John MacDiarmid; *Putnam*, Acting Master Commanding W. J. Hotchkiss; *Shawsheen*, Acting Master Commanding Thomas J. Woodward, and *Granite*, Acting Master's Mate Commanding E. Boomer.

During our detention at the inlet we resorted to every means in our power to get accurate information of the enemy's position and preparation, and we obtained enough to enable us to arrange our programme of attack, which, in substance, was as follows:

The naval division was to lead from the time of starting up to that of encountering the enemy. The marshes, in case of being defended by a battery and the enemy's vessels, were to be passed by, noticing the former only in a transitory way, and by dashing without delay directly at the latter. On approaching Roanoke Island sufficiently near, the batteries at Pork and Sandy [Sand] points (if any at the latter), and the vessels of the enemy, if drawn up to meet us, were to be the first objects assailed by the naval division, aided by such fighting vessels under the general command of Commander Samuel F. Hazard as the army division could afford. While this work was going on, the army, under cover of its own vessels and six of our armed launches, was to land at Ashby's Harbor, or, if preferable, a portion of it at Sandy [Sand] Point, half a mile above. In advancing from the inlet, the vessels of both branches of the expedition were to observe my signals.

Early on the morning of the 5th the necessary general signals for a move were thrown out from the *Philadelphia*, and as soon afterwards as could be expected for so large a number of vessels, all were underway, with the naval division as prescribed, arranged in three columns, commanded respectively by Lieutenants Commanding Werden, Murray, and Davenport. Although the weather favored us, our progress was unavoidably slow.

Apprehending that the buoy on the eastern extremity of Long Shoal Point, distant some 20 miles from the inlet, might have been removed, a steamer with the *Granite* in tow was sent ahead to ascertain the fact, and if necessary to place another, already prepared, in its stead. Fortunately it had not been removed. A flag, however, was placed upon it, a signal of caution was made, and thus the shoal, the worst obstruction in the way, was safely avoided by each and all.

At sundown, having arrived off Stumpy Point, and within 10 miles of the marshes, the whole force anchored by signal, each vessel occupying as nearly as practicable the same relative position toward the rest as she had done in steaming. Here it was judged expedient to detail a small party to visit a certain house on the mainland for the purpose of securing, even forcibly, the services of a certain individual whose name had been given to us at the inlet. An officer took it in charge, and before midnight he brought the man to me on board the *Philadelphia*.

Early the next morning, accompanied by the chief of my staff and fleet captain, Commander Augustus L. Case, Captain's Clerk H. G. B. Fisher as signal officer, with two petty officers to assist him, and Lieutenants Thos. R. Robeson and Nathaniel S. Barstow, of the Army Signal Corps, with their party of four men, I changed my quarters temporarily from the *Philadelphia* to the *Southfield*, and hoisted my flag on board of her. In a little while afterwards our whole force, by signal, was again underway, with two of our lighter draft steamers, the *Ceres* and *Putnam*, a mile or so in advance, in order to detect either the enemy himself, or any obstructions he might have concealed. The weather was now thick and threatening, and of course bad for distant discoveries. About 9 o'clock, however, it cleared, and for a short while in the direction of Roanoke Island, and then for the first time we distinctly recognized the enemy's armed and other vessels lying at anchor apparently close in with the shore, between Pork and Weir's points; but in an hour and a half afterwards, and when within a couple of miles of the marshes, it again became not only thick, but rainy and windy, and this induced us to anchor once more, still observing the same general order of relative position that we had done the evening before. In the course of the afternoon one of the enemy's steamers approached the marshes for the purpose, no doubt, of reconnoitering our force. She met with no opposition from us, simply because we were not unwilling that she should accomplish her wishes.

The following morning, Friday, February 7, at daylight, the weather was more propitious, and the sky gave evident signs of a clear day. At 9 o'clock, and for the third time since leaving the inlet, the whole force was put underway by another general signal. Besides the *Ceres* and *Putnam*, the *Underwriter* also was placed in advance, the former two to keep not more than 400 yards ahead of the flagship, and the latter at a proper time to go as much beyond that distance as might be necessary to discover as early as possible if a battery had been erected on Sandy [Sand] Point. The marshes were soon threaded and astern of us. Their passageway is so narrow as not to admit more than two vessels abreast, and in this order they kept until it was cleared, and the much wider waters of Croatan Sound were reached. Being anxious to make a decided impression upon the enemy early in the contest, all the vessels with 9-inch guns were ordered to close up around the flagship. At 10:30 a. m. the enemy's vessels, eight in number, all being drawn up behind an extensive obstruction, formed by a double row of piles and sunken vessels stretching well across the sound, and between the forts on Pork and Weir's points, one of them fired a heavy gun, probably intended to announce generally that an attack was just impending. In less than an hour afterwards, the *Underwriter*, failing to draw a reply to a shot she had fired, signaled "No battery on Sandy [Sand] Point." The omission to guard this point was favorable to the arrangement of landing the troops at Ashby's Harbor. Had it been protected, our difficulties would have been materially increased.

Not long after this announcement the naval division, composed and commanded as stated above, accompanied, as predetermined, by the *Picket*, Captain Thomas P. Ives; *Hussar*, Captain Frederick Crocker; *Pioneer*, Captain Charles E. Baker; *Vidette*, Captain John L. Foster; *Ranger*, Captain Samuel Emerson; *Lancer*, Captain M. B. Morley, and *Chasseur*, Captain John West, of the army division, and, keeping in close order, had approached the enemy near enough to begin the attack and to devote the most of its firing against the fort on Pork Point, not neglecting, however, the enemy's vessels, a battery between Pork and Weir's points, and another on Redstone Point, all of which opened upon us, but the latter only occasionally and without effect. By noon, our vessels having approached still nearer, the action became general on their part and that of the enemy. At 1:30 p. m. the effect of our firing caused the barracks behind the fort at Pork Point to burst into flames, and at 2:15 p. m. they were burning furiously, entirely beyond redemption. About this time, our vessels being placed by their respective commanders as advantageously as circumstances would permit, the firing was the hottest. Throughout the sound lying between Roanoke Island and the mainland the depth of water at best is but little, and the bottom everywhere is essentially lumpy and irregular. Even at the distance of a mile and more from the shore where we had to approach, scarcely a general depth at low water of more than 7 feet is to be found. With one or two exceptions none of our vessels drew less than 7 feet, and some of them drew rather more than 8. In placing them, therefore, so as to make their various guns tell effectually, their several commanders had to exercise a sound discretion and to keep in view the consideration due to the use of shells with fuzes fixed in value as to time. To have used, for instance, a 5-second fuze in shelling uncovered works at a less distance than about 1,400 yards would not have secured the best results.

Toward 3 p. m. the troops embarked on board of light-draft steamers and boats started to land at Ashby's Harbor. The place was guarded by a large body of the enemy with a field battery, but the *Delaware*, with Commander Rowan on board and his division flag at her masthead, having very judiciously taken up a flanking position to the southward of Pork Point battery, and thus most opportunely being near at hand, immediately turned her guns toward the harbor, and with some 9-inch shrapnels soon cleared the way. At 4:30 p. m. Pork Point battery and the one next to the northward of it ceased for a while to reply to our fire; five of the enemy's steamers, apparently injured, went back behind Weir's Point, and the first landing of our troops took place. At 5 p. m. those batteries again opened upon our vessels, and the enemy's steamers once more put forth and also reopened upon us. In about forty minutes, however, the latter were compelled a second time to retire. One of them, the *Curlew*, in a disabled condition, had taken refuge under the battery on Redstone Point. At 6 p. m., the firing of the enemy being only from Pork Point and at long intervals, dark coming on, and not wishing to waste ammunition, I ordered the signal "cease firing" to be made. In the course of the afternoon our six launches, under the command of Midshipman Benjamin H. Porter, landed their howitzers and joined the army, for the purpose of commanding the main road and its two forks during the night and assisting in more active operations the following morning. By midnight some 10,000 of our troops had been safely landed at Ashby's Harbor, the *Delaware* having taken on board from the *Cossack* some 800 and put them on shore at 10 p. m.

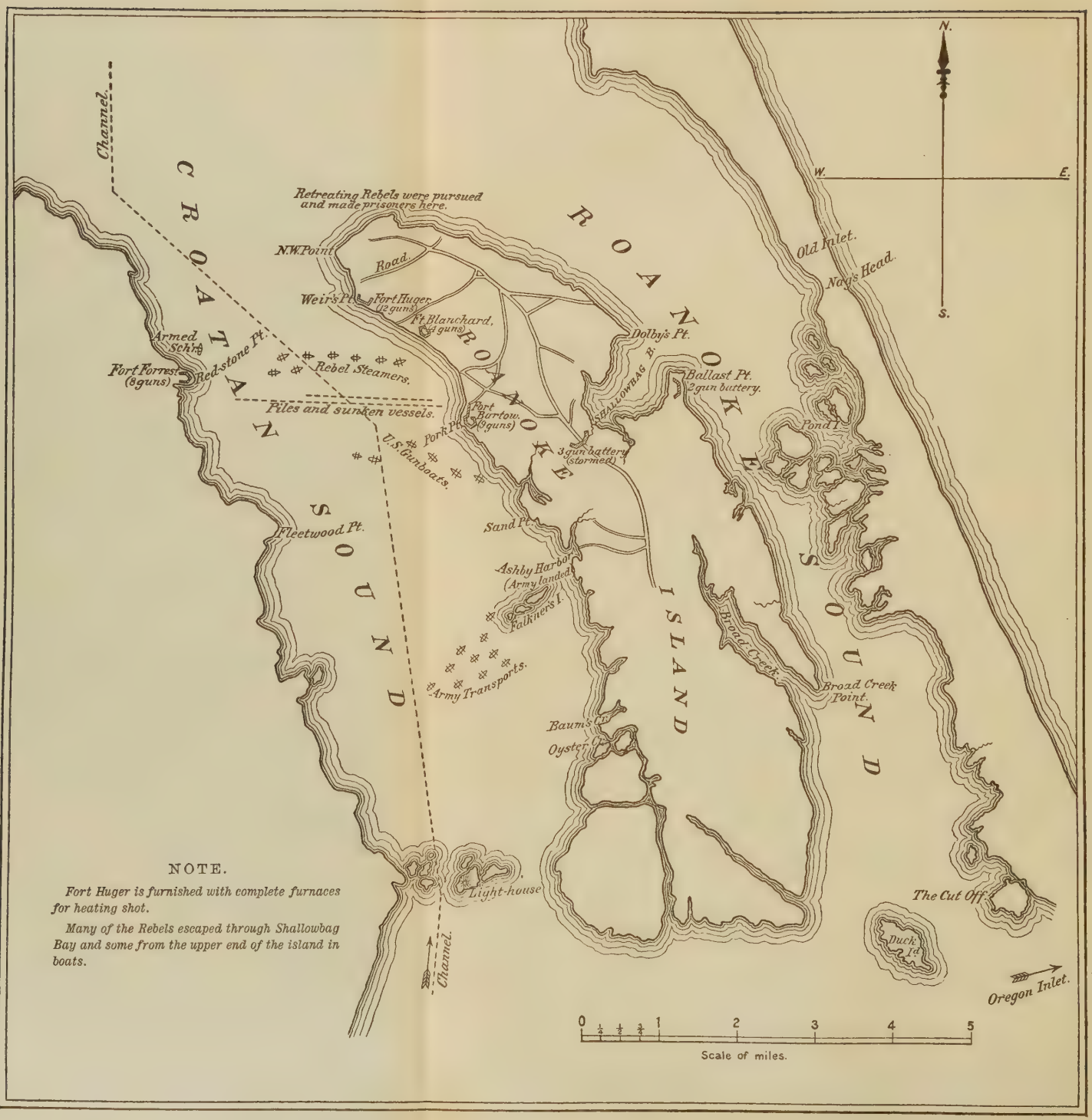
February 8.—As it was arranged by General Burnside that his forces should move at a very early hour this morning from where they had been landed and begin their attack upon the enemy, and as the direction they were required to take would in all probability soon bring them in the line of fire occupied by the navy, it was agreed between us last night that to-day the vessels should not renew operations until I could receive word from him that their missiles would not be destructive to both friends and foes. At daylight none of the enemy's vessels except the *Curlew* could be discovered.

At 9 a. m. a continuous firing in the interior of the island told us that our forces were hotly engaged about midway between Ashby's Harbor and Pork Point battery, and as this intelligence also assured us that our land forces were not then in the range of our line of fire, our vessels, without waiting to hear from General Burnside, at once moved up and reengaged the forts. At this work they continued until the firing in the interior evidently slackened. Then, taking it for granted that our troops were carrying everything before them, and thus fast approaching the rear of the batteries, I again ordered the signal "cease firing" to be made. At the time, however, the work on Pork Point was so reduced that it did not use but one gun against us. Shortly afterwards, on being informed by one of General Burnside's aids of the actual state of things on shore, I was induced to order another demonstration on the part of our vessels, but before firing had generally commenced Commander Rowan came on board the *Southfield*, just from General Burnside, with the suggestion that it would be better to desist, and accordingly they were recalled.

At 1 p. m., judging that the time had arrived for clearing a passage-way through the obstructions alluded to above, by the accomplishment of which both the battery on Redstone Point and the *Curlew* might be destroyed and our advance up Albemarle Sound would be secured, the *Underwriter*, *Valley City*, *Seymour*, *Lockwood*, *Ceres*, *Shawsheen*, *Putnam*, *Whitehead*, and *Brinker* were ordered to perform the service. By 4 p. m. one of them had overcome the difficulty for herself and reached the other side, and in less than an hour more a sufficient way for all the rest was opened. This important duty could not have been undertaken a moment earlier than it was without exposing our vessels, huddled together, to the converging and cross fire of the four batteries at Pork, Weir's, and Redstone points, and another one situated between the former two. About the same time that our vessels succeeded in bursting through the barricades the American flag was hoisted over the battery at Pork Point, and in a few minutes afterward the enemy himself fired the works at Redstone Point, and also the steamer *Curlew*. Both blew up in the early part of the evening. These events closed the struggle, which had now lasted throughout two days, and were essentially the last scenes enacted in securing to us complete possession of the island of Roanoke.

A statement of the casualties which occurred will accompany this communication. They amount, in all, to 6 killed, 17 wounded, and 2 missing. Considering how frequently our vessels were struck it is remarkable that more did not take place, and considering the character of our vessels it is also remarkable that none of them were even put *hors de combat* except temporarily.

It now remains for me to discharge the gratifying duty of speaking of the officers and men under my command on the occasion in view. This, obviously, I can only do, as it were, in a collective way; but the reports of the commanding officers, herewith submitted, upon which necessarily I have to rely and in which I place every confidence, will



NOTE.

Fort Huger is furnished with complete furnaces for heating shot.

Many of the Rebels escaped through Shallowbag Bay and some from the upper end of the island in boats.

be found more circumstantial. I beg to commend them to your consideration. The commanding officers themselves did their part entirely to my satisfaction, and in fact in a most admirable manner. The general order I issued the day after the surrender, a copy of which accompanied my preliminary report, was intended to convey applause and my profound gratitude to all to whom it relates, and I therefore beg that it may be so regarded by the Navy Department. I pray, too, that to the bereaved individuals, whose support and comfort depended upon those who are now among the honored dead, may be extended the earliest fostering care that circumstances will permit.

It is really difficult for me to state in adequate terms how largely I feel myself indebted to Commanders Rowan and Case for their constant and signal services throughout, from the very inception of the expedition to the consummation of the achievement in view. They hand in hand, with their marked ability and sound sense, and in the absence of all ordinary facilities, brought about at Hampton Roads the arming, manning, and equipment of the many vessels sent to us from necessity in an unprepared condition, and subsequently they both labored most conspicuously and faithfully in their respective spheres of action to vanquish difficulties at the inlet and the enemy at Roanoke. In short, their assistance to me has been invaluable.

I am promised a report by General Burnside with regard to Midshipman Porter's association with his forces, and as soon as it comes to hand I will, with pleasure, forward it to the Department.

Although the *Philadelphia* did not participate in the action, because of her unfitness for the purpose, still she was ever near at hand in readiness, if necessary, to tow the disabled, receive some of the wounded, and furnish supplies. Her commander, Acting Master Silas Reynolds, is every way worthy of his trust.

Mr. Fisher performed the important duties of signal officer in the most commendable manner. Not only were all the signals ordered promptly made, but no mistake whatever occurred.

Lieutenants Robeson and Barstow, of the Army, were ever in place, and ready, by means of Myer's system of signals, to make known to those not accustomed to our own code whatever I wished.

It will afford me peculiar pleasure, sir, to communicate to you, in due season, more particular information with regard to the cases of individuals which appear to me to merit a distinct consideration on the part of the Government.

I have the honor to be, sir, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Werden, U. S. Navy, commanding first column, transmitting an account of ammunition expended by the U. S. S. Stars and Stripes.

U. S. S. STARS AND STRIPES,
Off Roanoke Island, February 10, 1862.

SIR: In obedience to your order of this instant, I have the honor to submit the following report of the part taken by this vessel in the action of the 7th instant.

At 12 o'clock m. I approached the shore as near as the circumstances would admit of and opened fire with 20-pounder Parrott and two 12-pounder rifle guns upon the rebel steamers, and with two 8-inch guns

upon the battery on Pork Point, using shell with 10-second and 15-second fuzes and hollow shot, many of the shell bursting in and over the fort, while the Parrott and rifle guns did good execution among the rebel steamers.

The action was continued until 6 o'clock p. m., when, in obedience to signal, I ceased firing and soon after anchored for the night.

I kept my vessel in motion with great difficulty, owing to her great draft of water, and was aground twice during the engagement.

I have no casualties to report among the officers and crew, and no injuries to the vessel except shooting away a brace, although at times the enemy's shot and shell were passing near and over us.

It affords me great pleasure to allude to the coolness and good conduct of the officers and men upon this occasion.

I herewith enclose the gunner's report of the expenditure of ammunition.

I am, very respectfully, your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Roanoke Island.

[Enclosure.]

U. S. S. STARS AND STRIPES,
Off Roanoke Island, February 7, 1862.

SIR: I would most respectfully report that during the engagement of to-day the following ordnance stores were expended:

66 8-inch cylinders, 7-pound.
30 8-inch shell, 15-second.
17 8-inch shell, 10-second.
19 8-inch hollow shot.
81 2-pound cylinders, Du Pont No. 7.
42 1-pound howitzer charges for Parrott 20-pounder cylinders.
31 1-pound howitzer charges.
17 Hotchkiss shell, percussion.
10 Hotchkiss shell, time fuze.
4 Dahlgren shell (plugged).
67 percussion shell, 20-pounder rifle.
6 fuze-plug shell, 20-pounder rifle.
29 shrapnel for 20-pounder rifle.
210 cannon primers.
100 percussion caps.

Very respectfully, etc.,

DANL. DUNSMORE,
Acting Gunner.

Lieutenant Commanding R. WERDEN.

Report of Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the delinquency of Acting Master Clapp, U. S. Navy.

U. S. S. STARS AND STRIPES,
Off Roanoke Island, February 8, 1862.

SIR: I have to report that while under the fire of the enemy yesterday Acting Master Saml. L. Clapp absented himself from his quarters without permission.

Believing him to be unworthy of the trust reposed in him, I desire that he be detached from this vessel.

I am, very respectfully, your obedient servant,

R. WERDEN,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Abstract log of the U. S. S. Stars and Stripes.

February 7, 1862.—At 12 m., running in to attack enemy's batteries [Roanoke Island]. From meridian to 4 p. m.: Engaged in shelling enemy's batteries and steamers; could not get as near as desired on account of shoal water. The ship struck the ground several times. From 4 to 6: Ceased firing, and at 7 anchored.

February 8.—At 9 a. m., part of the fleet engaged shelling the enemy. At 10 they ceased firing. At meridian steamer *Valley City* still shelling the enemy. At 4:50 p. m. flagship made signal "The fort is ours;" gave three cheers all round the fleet. At 5:40 the rebels set fire to their fort and one steamer on mainland. Eight of our steamers advancing up the sound.

Report of Lieutenant Murray, U. S. Navy, commanding second column, transmitting an account of ammunition expended by the U. S. S. Louisiana.

U. S. S. LOUISIANA,
Near Roanoke Island, February 8, 1862.

SIR: On the morning of the 7th, in obedience to signal, I got underway with the column under my command and, in company with the main body of the naval forces, passed through the marshes without accident to any vessel, except the one under my immediate command, which struck an obstruction in the channel, swung entirely round, bearing her weight upon the propeller.

Whilst in this position I hastened to the advance, to sustain the flag-officer, the 9-inch gun vessels.

When the naval division of the fleet had passed, our vessel, with the aid of the *Seymour*, was (with the loss of a flange from her propeller) clear, and, to the great satisfaction of officers and crew, we overtook our position and were enabled to close with the enemy's fortifications and share with the other two columns in a bombardment which has ended in a victory creditable to our arms and, what is better, of incalculable benefit to our cause.

The *Louisiana*, early in the action, was set on fire and otherwise severely injured by the explosion of an 80-pound rifled projectile fired from the enemy's works into her forehold. In six minutes from the time she was struck the fire was out and the ship reengaged the enemy. The promptitude and coolness with which the officers and men, under the enemy's fire and amid so much that was combustible around them, went to the duty of extinguishing the flames was extremely gratifying to me as an exhibition of high discipline. It is my greatest pleasure as well as duty to say that during the two days' action I had occasion only to admire the untiring patience and cheerful courage of both officers and crew.

The *Barney* took a position which Acting Lieutenant Renshaw thought most suitable for the efficiency of his IX-inch guns, and maintained it until his shell were expended. The fire of the *Barney* was excellent.

The *Hunchback*, Acting Lieutenant Colhoun, took a position very near the batteries and sustained considerable damage from the fire of the enemy, which she is now repairing. During the whole of the engagement, and in spite of her injuries, she maintained her proximity to the enemy, to his great apparent embarrassment and to the admiration of the other ships.

The *Seymour* and *Lockwood*, Acting Masters Commanding [F. S.] Wells and [G. W.] Graves, were conspicuously in the foreground throughout the bombardment, these gentlemen meriting my entire satisfaction.

The sloop *Granite*, Master's Mate Boomer, commanding, left out in the early part of the action, being entirely dependent on her sail, finally worked up to close quarters with the enemy and bearing his part gallantly throughout.

I have not yet received the account of casualties in the column or full expenditure of ammunition, but will forward them as supplementary.

I send a full account of ammunition expended by this ship, together with the number and character of projectiles thrown; also a complete list of officers.

Very respectfully, your obedient servant,

A. MURRAY,
Commanding Second Column.

Commodore S. C. ROWAN,
Commanding Flotilla.

[Enclosure.]

Louisiana expended in action February 7 and 8, 1862, off Roanoke Island.

32-pound shell:	
5-second	6
10-second	20
15-second	28
Rifle shell	68
Total	122
8-inch shell:	
10-second	6
15-second	28
Total	34
Solid shot	25
Total shot and shell	181
Powder:	Pounds.
14 9-pound charges	126
65 8-pound charges	520
34 4¼-pound charges	153
68 1-pound charges	68
Total	867

Respectfully, etc.,

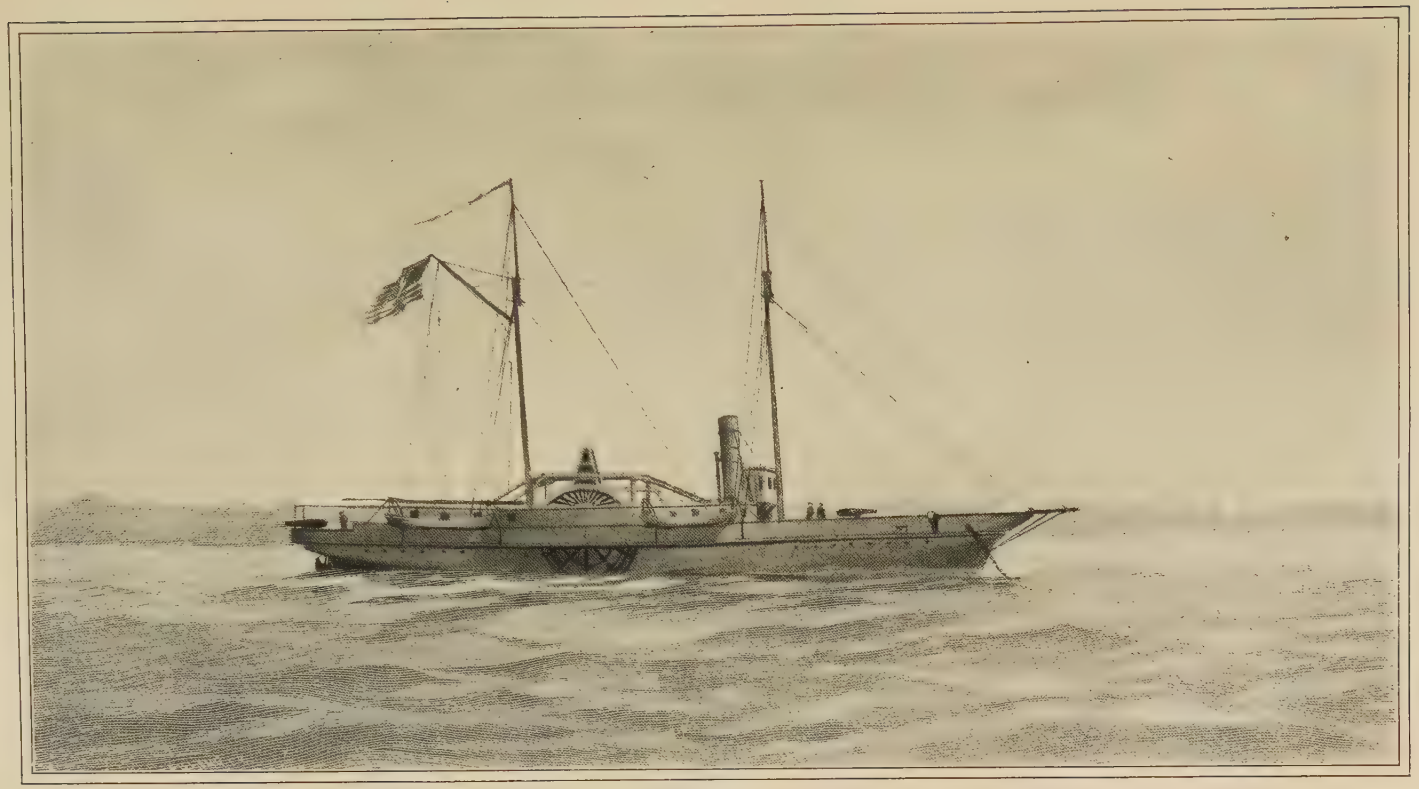
A. MURRAY,
Lieutenant, Commanding Second Column.

Report of Lieutenant Davenport, U. S. Navy, commanding third column, transmitting report of casualties on the U. S. S. Hetzel.

U. S. S. HETZEL,
Croatan Sound, North Carolina, February 9, 1862.

SIR: I beg leave to make the following report:

Being at anchor in Pamlico Sound above the swash at 8 a. m. of Thursday, the 6th instant, in pursuance of signal got underway and steamed slowly up the sound in order of three columns, as directed.



UNITED STATES STEAMER HETZEL.
Made from crude water-color drawing.

At 5:30 p. m. a strange steamer reported in sight.

At 5:55 p. m., in obedience to order, came to anchor near marshes at lower end of Roanoke Island.

At 10 a. m. of Friday, the 7th, got underway and steamed through the marshes in two columns, as directed.

At 10:30 a. m. saw eight of the enemy's gunboats lying above a battery at Pork Point, on Roanoke Island, and behind a line of obstructions consisting of spiles driven and vessels sunk across the channel in range of this battery. Obeyed signal "To follow and engage the enemy."

At 11:38 a. m. a shot was fired from one of the enemy's gunboats, answered by one of our vessels. The battery soon opened and, the order being given "To close in upon the enemy," the firing became general.

At 1 p. m. a shot from one of the guns carried away the upper part of the enemy's flagstaff, bringing his flag down by the run; it was soon replaced, however, on a smaller staff on the breastwork.

At 1:30 p. m. enemy's quarters near the battery set on fire by exploding shell.

At 2:10 p. m. a 32-pounder round shot struck us on the water line, just abaft the starboard wheel, lodging in the coal bunker of that side. Signaled the fact to the flagship and withdrew from action to repair damages.

At 2:40 p. m., having temporarily repaired the injury sustained, went again into action.

At 4:05 p. m. a rifle shell from one of the enemy's vessels exploded over us, and one of the fragments striking Master's Mate Charles Harris on the head, killed him instantly.

At 5:15 p. m. our 80-pounder rifled gun aft burst in the act of firing a solid shot, prostrating every man at the piece and wounding six of them, three severely, but fortunately killing none. The part forward of the trunnions fell upon the deck; one-third of the breech went overboard, carrying away the port bulwarks; another flew high into the air and fell into the water just alongside; and the remaining portion, weighing about 1,000 pounds, was driven through the deck, breaking in one of the beams, passed through the magazine and the deck below, and lodged upon the keelson. The magazine was set on fire and only extinguished in time to avoid an explosion and utter destruction of the ship and all on board by the presence of mind, promptitude, and intrepidity of Lieutenant Charles L. Franklin, executive officer, whom I beg to recommend to your especial consideration and that of the Department.

Reported accident to flagship, and at 6 p. m. anchored beyond range of the enemy's guns.

On Saturday, the 8th, at 8:30 a. m., went in and reported to Commander Rowan, and at 9 a. m. went alongside steamer *Philadelphia* and received on board carpenters to repair damages sustained by bursting of gun.

Proceeded thence to sloop *Granite* and took from her a long 32-pounder with shot and shell; left her side at 3 p. m. and anchored near by.

At 1 p. m. Master Daniels left the ship for the purpose of taking command of party with launch howitzers, appointed to act in concert with the land forces.

At 3:30 p. m. the body of Mr. Harris was taken on shore at Roanoke Island and solemnly interred.

At 4:30 p. m. observed the American flag flying over the battery, the enemy having abandoned it.

Where all behaved with such coolness and courage and devotion in sustaining the honor of our flag, it is difficult to discriminate; but I can not refrain from expressing my high appreciation of the conduct, both professional and otherwise, of Acting Assistant Surgeon N. L. Campbell, who, being the first to discover the ship to be on fire, sent the men to the hose, directed the engineer to turn on the water, and then gave his attention to the wounded, inspiring the men by his coolness.

Acting Assistant Paymaster E. P. Heberton, although quite unwell, volunteered to act as signal officer and to take the notes of the action; and I must acknowledge the faithful manner in which he performed those duties. At the moment of our gun bursting he was standing near by, and, although escaping unwounded, was severely shaken by the concussion.

The engineer department was managed in a manner that excited my warmest praises.

In conclusion, I beg leave to express my thanks to all my officers and men for their conduct in the action.

I enclose herewith the surgeon's report of casualties, and have the honor to remain, sir, very respectfully, your obedient servant,

H. K. DAVENPORT,
Lieutenant, Commanding.

Commander S. C. ROWAN, U. S. NAVY,
Commanding Flotilla, etc., Croatan Sound, North Carolina.

[Enclosure.]

U. S. S. HETZEL,
Croatan Sound, North Carolina, February 7, 1862.

SIR: I have the honor to report the following casualties on board this ship during the engagement of to-day:

Killed.—1. Mr. Charles Harris, acting master's mate, by explosion of shell.

Wounded.—1. Charles Clarke, boatswain's mate, severely. 2. Joseph N. Ingersoll, ordinary seaman, severely. 3. William Smith, ordinary seaman, severely. 4. Henry Bryant, ordinary seaman, slightly. 5. Tully McIntyre, seaman, slight contusion. 6. Henry P. Thompson, coal passer, slightly.

The wounded all sustained their injuries by the bursting of our rifled 80-pounder Dahlgren gun.

Respectfully submitted.

N. L. CAMPBELL,
Acting Assistant Surgeon, U. S. Navy.

Lieutenant H. K. DAVENPORT,
Commanding U. S. S. Hetzel, Croatan Sound, North Carolina.

Abstract log of the U. S. S. Hetzel.

February 7, 1862.—At 10 a. m. got underway and stood through the marshes into Croatan Sound. Several rebel steamers to the northward of battery at Sand Point. At 10:38 the enemy fired the first shot. As the United States forces advanced the enemy retreated behind obstructions placed across the channel above the battery. At noon the action

had become general, the battery replying with round shot only, rebel steamers throwing shot and shell from rifled guns. Several percussion shell, both of Cochran and Hotchkiss pattern, burst immediately after leaving muzzle of our 80-pounder. At 1 p. m. shell cut away signal halyards and brought down enemy's flag. Almost immediately rehoisted on the ramparts. At 1:30 our shell set fire to the enemy's barracks. About 2 a round shot struck us on starboard side above water line, just above the wheel, lodging in coal bunker. Hauled off, repaired damage, and resumed our station. About 3 p. m. troops commenced landing. At 4:45 Acting Master's Mate Charles Harris was struck in the head by a rifled shell and instantly killed. At 5:15 rifled 80-pounder aft, loaded with 6 pounds of powder and solid Dahlgren shot, 80 pounds, burst, in the act of firing, into four principal pieces; the gun forward of trunnions fell on deck, one-third of breech passed over mastheads and fell clear of ship on starboard bow, one struck on port quarter, and the fourth piece, weighing about 1,000 pounds, driven through the deck and magazine, bringing up on keelson; set fire to the ship; fire promptly extinguished. After reporting to the flag-officer, hauled off and anchored. During the action expended:

For 9-inch shell gun:
- 50 charges of 10 pounds each.
- 25 shell, 10-second.
- 25 shell, 15-second.
- 80 cannon primers.

For 80-pounder rifled gun:
- 42 charges of 5 and 6 pounds.
- 22 Dahlgren shot.

For 80-pounder rifled gun:
- 9 Cochran shell (percussion fuze taken out and navy fuze put in).
- 2 Cochran shell, percussion fuze.
- 6 Hotchkiss shell, time fuzes.
- 3 Hotchkiss shell, percussion fuzes.
- 70 friction tubes and rifled 80-pounder No. 10, of 7,900 pounds.

February 8.—At daylight got underway and went alongside the flagship. Took on board carpenters to repair decks. Took on board a long 32-pounder and its appurtenances. At 5 p. m. signal made from flagship "Fort is ours," and shortly after signal "Victory." A vessel and battery at Fleetwood Point on fire.

Report of Lieutenant Jeffers, U. S. Navy, commanding U. S. S. Underwriter.

U. S. S. UNDERWRITER,
Off Roanoke Island, February 9, 1862.

SIR: I have the honor to submit the following report of the operations of this vessel during the two days preceding the capture of Roanoke Island and dependent fortifications.

At 10 a. m. on the 7th I weighed in obedience to your instructions and led in, accompanied by the *Ceres* on one bow and the *Putnam* on the other, to define the limits of the channel and pilot the fleet. The latter vessel soon grounded on the west side of the channel, but my pilot proving an excellent one I kept in the best water, and about 10:30, on passing the marshes, discovered the enemy's vessels, which were subsequently found to be drawn up behind a barricade of sunken vessels and piles stretching entirely across the sound, supported at each extremity by formidable batteries. On discovering the advance of the flotilla the rebels fired an alarm gun.

When distant about 2½ miles, I fired a shell, and subsequently a second one at the fort, but did not provoke a reply. On your coming up abeam in the *Southfield*, the rebel vessels opened fire, which was deliberately returned. As the other vessels gradually came up and the

channel widened sufficiently for maneuvering, the action became general with vessels and forts, the former retiring before us.

As your instructions required me to direct my attention to the vessels, I moved up quite near the barricade, but soon found that their batteries were carefully constructed, and as I approached I remarked gun after gun firing through embrasures, four of which I ascertained enfiladed the barricade. As it was no part of the plan of attack to force the barricade before the reduction of the forts or their serious injury, I allowed my vessel to drop back with the current to a position where but two guns bore upon her; these only fired at me occasionally.

The vessels, however, kept up a continued fire on the most advanced vessels on the left of our line. In return I made the most deliberate firing, averaging a shot from each of my rifled guns about once in eight minutes.

A fort on Redstone Point, also one at Weir's Point, occasionally fired a rifled gun at us, but at a range too distant for any effect except by mere chance.

About 3 p. m., the rebel steamers being a long distance off, I edged over toward the battery and fired a dozen 8-inch shells, most of which made good practice; then returned to my station, which I retained until the general signal to cease firing was made.

The next morning I went up and exchanged a few shots with the batteries, but ceased upon the recall being made.

In the afternoon, with the steamers placed under my orders, viz, *Underwriter*, *Valley City*, *Seymour*, *Lockwood*, *Ceres*, *Shawsheen*, *Putnam*, *Whitehead*, and *Brinker*, I proceeded to the barricade for the purpose of removing a sufficient number of piles to allow the passage of the vessels of the squadron.

The principal difficulty consisted in finding the channel. In doing this the *Putnam* grounded, and as she was in a most exposed position, if a rebel steamer lying at Redstone Point had advanced, I anchored and sent other tugs to assist in getting her off. In the meanwhile I sent boats to sound, and soon discovered several points of passage practicable after removing a few piles.

The *Ceres*, however, which I had sent on that duty, found a passage of sufficient width between an unfinished row of piles and a sunken schooner. On this fact being reported to me, I sent her with several of the pilots to pass through it, examine beyond, and fix the position of the northeast point of Fulker's Shoals. She had passed about a quarter of a mile beyond the barricade when I observed some 200 men in squads running down to a battery plainly visible near Weir's Point. I immediately recalled her.

While deliberating on the propriety of passing through the opening thus discovered, and exposing the vessels to the converging and cross fire of the batteries at Pork, Weir's, and Redstone points, our flag was seen entering the battery at Pork Point. I immediately got underway and passed the barricade, touching for a short time on a wreck, owing to one of the other vessels getting athwart my bows. As soon as it was perceived that we were passing the barricade the rebels fired the buildings and subsequently exploded the magazine of the fort on Redstone Point. The steamer lying there was also fired, showing that she must have been disabled by our fire of yesterday. While I was fast closing the passage the *Lockwood* cut the chain fastening two vessels together and floated one of them out, thus clearing a passage for herself and other vessels, and the *Valley City* made a dash at a row of piles and forced a passage between them.

By this time it was near dark, and a thick mist setting in, I anchored for the night. I have placed flags to mark the openings which are sufficiently wide for the passage of any of the vessels.

In conclusion, I have only to testify to the coolness and attention of both officers and men of this vessel under the difficult circumstances of being under fire without being permitted to return it, except at long intervals. I am pleased to report no casualties.

Accept my congratulations at the complete success which has been achieved by our arms at so small a sacrifice.

I have the honor to be, your obedient servant,

WILLIAM N. JEFFERS,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Quackenbush, U. S. Navy, commanding U. S. S. Delaware.

U. S. S. DELAWARE,
Off Roanoke Island, February 9, 1862.

SIR: I have the honor to herewith submit to you the following report:

On the 7th day of February, 1862, at 10 a. m., the U. S. S. *Delaware*, in obedience to a general signal from the U. S. flagship *Southfield*, got underway and proceeded through the marshes toward the battery on Roanoke Island, known as Fort Sullivan or Pig [Pork] Point, mounting nine guns, which fort we attacked at 11:30 a. m., and continued the fire, gradually closing in until about 3 p. m., when we ran within a ship's length of the shore for the purpose of flanking the fort, from which position we rendered good service by throwing shell of 5-second fuze.

About this time I left the vessel accompanied by my acting aid, Acting Assistant Paymaster F. R. Curtis, landed on Roanoke Island, distant some 1,000 yards from Fort Sullivan, and took possession of a rebel tent, bringing the same on board, after which, observing a light-draft army transport containing U. S. troops proceeding toward the shore, we ran down for the purpose of covering their landing, which object we fully accomplished by driving off with shell a large number of Confederate troops, secreted in the woods in close proximity to our landing place.

At 5:15 p. m. reported to the flagship and then landed the Fifty-first Pennsylvania Regiment, successfully accomplishing it by 8 p. m., when we hauled off and anchored some 100 yards from the shore, remaining there during the night for the purpose of protecting the troops that had already landed.

The following morning, at the request of General Burnside, sent Acting Master Chase in command of ten soldiers of the Ninth New Jersey Regiment and two boats' crews on shore for the purpose of reconnoitering. They were accompanied by Captain D'Wolf, U. S. Army, and returned at 11 a. m.

After which, and during the afternoon, rendered assistance to the wounded on shore by sending them the necessary medical attendance, warm water, etc.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant, Commanding.

STEPHEN C. ROWAN,
Commanding U. S. Flotilla in Pamlico Sound.

Ordnance expended at Roanoke Island by the U. S. S. Delaware.

	Shell.	Powder.
IX-inch gun	50 10-second fuze 10 5-second fuze 12 15 second fuze	72 cylinders, 10 pounds.
32-pounder, 57 cwt. gun	12 10-second fuze 9 5-second fuze 1 15-second fuze	22 cylinders, 8 pounds.
Howitzer, 12-pounder, rifled	79 projectiles	79 cylinders, 2 pounds.

Abstract log of the U. S. S. Delaware.

February 7, 1862.—At 9:30 a. m. got underway and proceeded on cautiously toward the enemy's batteries on the western end of the island. Opened fire at 11:30 with rifle howitzer with shell. IX-inch gun opened fire a few moments later, and the 32-pounder at 12:30 p. m. Ceased firing at 4. At 3 launched the gig, in command of Commander Quackenbush, and went ashore within 1 mile of the enemy. Took possession and brought off to the ship one soldiers' tent. Retreated back to ——— at 4:30, and landed troops of Fifty-first Pennsylvania Regiment, taken off transport steamer.

February 8.—At 12:30 p. m. ran to the *Southfield*, flagship; proceeded to shore opposite temporary hospital; sent surgeon and men to assist the wounded. Backed out from shore and ran to upper fort, which had been taken possession of by General Burnside. Took the general off in our gig to the flagship. Returned to the shore at 8:30.

Report of Lieutenant Flusser, U. S. Navy, commanding U. S. S. Commodore Perry.

U. S. S. COMMODORE PERRY,
Off Elizabeth City, February 16, 1862.

SIR: In the action at Roanoke Island, on the 7th instant, we fired two shots at the enemy's steamers at long range at thirty minutes past noon, and then closed in and opened fire on the battery.

At 4 p. m. ran out of fire, loaded our remaining shells, and resumed our position.

Fired during the day 172 IX-inch shells and 20 shrapnel, at distances from 2,000 to 800 yards.

We were hit by round shot from the battery seven times, five times in the hull. One shot passed through the magazine and through an empty powder tank, another went between the engine and boiler and through one of the water tanks; two shots struck the starboard wheel. We were not materially injured.

Andrew Horton, private, Company D, Fourth Rhode Island Volunteers, had a leg broken by a splinter. No other casualties. My officers and men behaved well.

I have the honor to be, sir, very respectfully, your obedient servant,

C. W. FLUSSER,
Lieutenant, Commanding.

Commander S. C. ROWAN, U. S. Navy.

Report of Lieutenant Flusser, U. S. Navy, commanding U. S. S. Commodore Perry.

U. S. S. COMMODORE PERRY,
Cobb's Point Battery, Pasquotank River, February 16, 1862.

SIR: I have the honor to report as follows concerning this vessel in the action with the Pork Point battery and the rebel fleet, on the 7th instant:

At thirty minutes past noon fired two shells at one of the enemy's steamers, and then closed in and opened fire on the battery. At 4 p. m., having fired away all our loaded shell and shrapnel, ran out of range, loaded the remainder, and resumed our former position. Fired away our last charge of powder just as the signal was made to cease firing. We threw 170 shells and 20 shrapnel at the battery, at distances varying from 2,000 to 800 yards, and fuzes from fifteen second to three second.

I fired the greater number of the shots myself, and I think our fire was very good. Acting Master's Mate Henry Smith, at the after gun, fired excellently well. We were struck eight or nine times by round shot, one shot passing through the magazine and through two empty powder tanks, another between the engine and machinery and through one of our two water tanks.

Had the enemy fired shell instead of round shot we must have been destroyed. As it was, I have no serious injury of the vessel to report.

Providence was on our side, and I have only one serious accident to mention. Andrew Horton, private, Company D, Fourth Rhode Island Volunteers, was shotman at one of the guns, and had a leg broken by a splinter. My officers and men behaved well.

I am, sir, very respectfully, etc., your obedient servant,

C. W. FLUSSER,
Lieutenant, Commanding.

Lieutenant Commanding H. K. DAVENPORT,
U. S. S. Hetzel, Commanding Third Division.

P. S.—I hope you will excuse this report being made at so late a date. I have been very busy.

Abstract log of the U. S. S. Commodore Perry.

February 7, 1862.—Entrance to Croatan Sound. At 30 minutes p. m., fired the first shot at the enemy. At 4 p. m. fired the last loaded shell, withdrew and loaded the last remaining hollow shot, and returned again in range of the enemy and opened a fresh fire on the battery. Nine shot pierced our vessel. One shot went through our shell room, but did not do much damage. One man slightly wounded. At 6, fired our last charge of powder and hauled off.

February 8.—At 4:40 p. m. the stars and stripes floated from the rebel battery. At 4:55 the magazine exploded in the rebel battery.

Report of Lieutenant Chaplin, U. S. Navy, commanding U. S. S. Valley City.

U. S. S. VALLEY CITY,
Off Elizabeth City, N. C., February 10, 1862.

SIR: I respectfully beg to submit the following report of the action taken by this vessel in the reduction of Roanoke Island, North Carolina, on the 7th and 8th days of February, 1862:

February 7.—At 9 a. m., agreeably to the instructions of Commander H. K. Davenport, commanding the third column, I took a position

astern of the U. S. S. *Putnam*, steaming along the southern shore of Roanoke Island.

At meridian, in obedience to general signal to "close with the enemy," I ran this vessel within three-quarters of a mile of the shore, and engaged the rebel battery in company with U. S. steamers *Commodore Perry*, *Morse*, *Whitehead*, and *Brinker*.

On the second exchange of the enemy's fire a round shot struck the foremast of this vessel, grazing it nearly to the core, rendering the mast, I consider, unable to bear the weight of the foresail.

At 2 p. m. the enemy's fort was set on fire by the shells from this and the other vessels with whom we were in company.

At 3 p. m. the flames within the enemy's fort raging fiercely, and their fire having considerably slackened, I ran this vessel a quarter of a mile nearer shore, keeping up a brisk fire of shell and round shot against the fort. Received exchanges of the fire from two guns on the eastern angle of the enemy's battery.

At 4 p. m., the enemy keeping up only a desultory fire, continued replying to it until I had expended all the shells I had on board. I then resorted to round shot and continued the fire until 5:30, when, in obedience to signal, I retired out of range and came to anchor, having expended as follows:

184 6-pound charges, 32-pounder.
99 1-pound charges, 12-pound rifle howitzer.
99 5-second shells, 32-pounder.
40 10-second shells, 32-pounder.
32 15-second shells, 32-pounder.
14 32-pound solid shots.
105 12-pounder rifle shells.

In the evening I received from schooner *Harwood* the following supply of ammunition:

300 pounds cannon powder.
15 5-second shells, 32-pounder.
66 10-second shells, 32-pounder.
5 15-second shells, 32-pounder.
225 cartridge bags.
10 5-second fuzes.
20 Dahlgren rifle shells.
300 friction tubes.

I am happy to report no casualties during the day on board this vessel, the enemy's shot generally flying too high.

I take pleasure in bringing under your notice the very able assistance rendered me by Master's Mates Benjamin Page and Charles W. Campbell, and the unflinching devotion to their duty, evinced generally by the other officers and the crew under my command throughout this day.

February 8.—At 10 a. m., in obedience to signal, I got this vessel underway, stood toward the shore, and again opened fire on the rebel battery, the enemy returning gun for gun. After expending 18 6-pound charges, 32-pounder; 3 32-pound solid shots, 10 10-second shells, 32-pounder; 6 15-second shells, 32-pounder, and 3 Hotchkiss percussion shells, in obedience to signal from flag-officer, I retired out of range, steamed alongside the flagship and received orders to report for duty to Captain Jeffers, of the steamer *Underwriter*.

Having received orders to follow him up the sound, got underway and proceeded up the sound. Came to anchor in company with the other vessels of the flotilla.

Upon request of Captain Jeffers I dispatched two boats under charge of Master's Mates Brooks and Page with our pilot to unmask the channel, which was obstructed by a row of piles, reaching from shore to shore.

The channel having been discovered, got underway in the evening in company with the other vessels, stood across the piles, and came to anchor off the western point of Roanoke Island.

I am happy to report no casualties on board this vessel during this day.

I am, very respectfully, your obedient servant,

J. C. CHAPLIN,
Lieutenant, Commanding.

Commander S. C. ROWAN,
Commanding U. S. Flotilla, Albemarle Sound, North Carolina.

Abstract log of the U. S. S. Valley City.

February 7, 1862.—At 9 a. m. got underway in obedience to signal and stood up the sound along the southern shore of Roanoke Island, in company with the rest of the fleet. At 11:30 the van of the fleet exchanged shots with rebel batteries on shore; several rebel steamers in sight off the western point of the island. Called the crew to quarters and manned the port battery. At meridian, flag-officer having made the signal "Close with the enemy," ran within three-fourths of a mile of the shore and engaged the rebel battery in company with the gunboats *Commodore Perry*, *Morse*, *Whitehead*, and sloop *Brinker*. At 1:30 p. m. the fort in flames from the effect of our shells. A round shot struck the foremast, grazing it nearly to the core. At 2 the fire within the fort raging fiercely; the whole fleet pouring an incessant fire of shot and shell into the fort. At 2:30 the efforts of those within the fort apparently devoted to quenching the flames. At 3 gunboats *Commodore Perry* and *Morse* retired out of range, having expended all their ammunition; the flames within the fort nearly extinguished. At 3:15 stood in a quarter of a mile nearer shore, keeping up an incessant fire of shell and round shot; the enemy returning brisk exchanges. The firing from the fleet gradually subsiding. At 4, still exchanging shots with the battery, crew working the guns with unabated vigor. No casualties, the enemy's shot generally flying too high. From 4 to 6 the fort again in flames, and completely enveloped in smoke. At 4:45, the flames within the fort apparently being got under, and the fire from the battery becoming desultory, ran in and let fly several broadsides and stood out again. At 5:30 the enemy still exchanging shots with us. Our ammunition nearly expended, hauled off in obedience to signal and came to anchor. From 8 to midnight at anchor off the enemy's battery with the rest of the fleet.

February 8.—At 10:30 a. m., in obedience to signal, stood in and engaged the rebel battery, exchanging the fire of the enemy until 11:30, when, in obedience to signal, retired out of range and passed within hail of the flagship. Received orders to report to Captain Jeffers, of steamer *Underwriter*. At 1 p. m. steamed up the sound in company with four other steamers. At 3 sent two boats to discover the channel. At 4:30, observing the American ensign flying over the enemy's battery, cheered ship. From 8 to 6 stood up the sound across a row of piles driven by the enemy to obstruct the channel. Came to anchor off the western point of Roanoke Island.

Report of Acting Lieutenant Renshaw, U. S. Navy, commanding U. S. S. Commodore Barney.

U. S. S. COMMODORE BARNEY,
Roanoke Island, February 11, 1862.

SIR: Agreeable to your order, I have the honor to transmit to you a report of the action of this vessel against the forts at Roanoke Island on Friday, the 7th instant.

In obedience to your signal on the morning of that day for the IX-inch guns to advance at 10 a. m., I engaged the southern or lower battery with 15-second fuzes. The first two shots fell a little short, when I again advanced and was successful in throwing my shells directly, as I supposed, into the fort. At 11 a. m., wishing to try the 10-second fuzes, went in still nearer, but got aground, and before getting afloat used what 10-second fuzes I had on board, amounting to 30, but think the greater part of them took effect on the houses in the rear of battery, as the flames soon burst out from that quarter. After getting in deep water again, I took position for 15-second fuzes, and it appeared that all the shells did good execution, as I was hailed from the steamer *Picket* and told that the shots were beautiful. At this time I directed all the 5-second fuzes to be changed to 15-second, as I could not get near enough to use the former, and, to the best of my judgment, out of the entire number of shells thrown, but 6 fell outside the fort—99 from No. 1, or forward gun, and 25 from No. 2, or after gun, leaving 6 on board, when it had grown so dark that I could scarcely see your general signal of recall. At 3:30 p. m. this vessel received one shot through her upper works, and one shell burst on the forward deck, but I am happy to state that no one was injured.

I would most respectfully testify to the good conduct of the officers and crew, together with the soldiers on board, and particularly to the good shooting of Master's Mates Hill and Washburn.

I am, sir, with great respect, your obedient servant,

R. T. RENSHAW,
Acting Lieutenant, Commanding.

Flag-Officer GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Off Roanoke Island.

Report of Acting Lieutenant Colhoun, U. S. Navy, commanding U. S. S. Hunchback.

U. S. S. HUNCHBACK,
Croatan Sound, North Carolina, February 10, 1862.

SIR: In obedience to your order of this date, I respectfully submit the following report of the operations of this vessel in the engagement of the 7th instant with the enemy's battery and gunboats:

We went into action about 11 a. m., directing most of our efforts against their gunboats. They having in a short time withdrawn from range of our guns, in obedience to your signal, I closed in with the battery on Pork Point, going as far in as my draft of water would permit. At 3:30 p. m. a shot struck the engine, carrying away the top of one of the cylinder guide rods and the spring bow, and disabled it. I then anchored and sprung on the battery, with which I was engaged until nearly dark, part of the time being under a cross fire from the enemy's gunboats. The *Hunchback* was struck by the enemy's shot eight times, one coming through the hull just above the water line. We fired 204 shell and 4 shrapnel from the three IX-inch guns, and 24 solid shot, 12 percussion, and 64 paper-case fuze shells from the 100-pounder rifle. Though we were in the thickest of the engagement, no one was hurt.

Too much praise can not be given to the officers and men under my command for the manner in which they did their duty. No commander

in battle was ever better supported, and they all deserve well of their country.

I have the honor to be, sir, very respectfully, your obedient servant,

EDM. R. COLHOUN,
Acting Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, off Roanoke Island.

P. S.—I should have mentioned that Acting Second Engineer Robert E. Brown and Patrick J. Quigley, landsman, were slightly hurt by splinters.

E. R. C.

Abstract log of the U. S. S. Hunchback.

February 7, 1862.—Off Roanoke Island, North Carolina. At 9:55 a. m. hove up anchor and proceeded up the sound in company with other gunboats. At 10:15 flagship made signal, "Our country expects every man to do his duty." At 10:30 prepared for action, steamed in toward the battery, as signaled by flagship, and opened fire on Pork Point battery and also the rebel fleet on the left of the battery, consisting of eight gunboats, using 15-second shell from 100-pounder gun, distance about 2 miles, the rebel fleet and battery answering our fire. At 12:45 p. m. the flagship signaled to engage battery at mortar range, No. 3370. Steamed in close, using 10-second shell from IX-inch guns. At 3:30 received a 32-pound shot from the battery, striking the guide rod of the engine, breaking it off 15 inches from the top and disabling the engine. Signaled the flagship that the engine was disabled; received answer, "Use your own discretion." Came to anchor with spring on our cable, 60 fathoms of chain out, and got our broadside to bear on the battery. Continued firing with our shell guns. At 6 battery ceased firing, got up our anchor and hauled out of range and came to anchor again. We received during the action eight shot, one of them remaining aboard of us, the remaining seven passing through the upper works and overboard. No one hurt. Ammunition expended during action: 70 IX-inch, 15-second, 130 10-second, 4 5-second, and 4 shrapnel; total, 208 IX-inch. Rifle ammunition: 24 solid shot, 12 percussion, and 64 paper fuzes, viz, 38 15-second, 1 20-second, and 25 5-second; total, 100 shot and shell for 100-pounder rifle.

February 8.—At 11:30 a. m. got underway and ran down to the flagship and came to anchor.

Report of Acting Volunteer Lieutenant Behm, U. S. Navy, commanding U. S. S. Southfield, transmitting an account of ammunition expended.

U. S. S. SOUTHFIELD,
Croatan Sound, February 10, 1862.

SIR: In obedience to your order of this day, I have the honor to state that the U. S. S. *Southfield*, under my command, and honored by your presence and flag, opened fire on the rebel fleet between Weir's Point and Pork Point and on the fort at Pork Point at 11:30 a. m. on the 7th instant. We continued firing until sundown, when you gave the order to cease firing, and we came to an anchor in 11 feet. As you were on deck during the whole of the engagement, it will be unnecessary for me to particularize. Officers and crew behaved coolly.

Allow me to call your attention to the valuable services rendered by Acting Master Richard Vevers, my executive officer, who had charge of the forward division of guns, and contributed largely to the efficiency of the 100-pounder Parrott rifle and No. 2 IX-inch shell gun. The captains of both those guns showed coolness and skill, and made some splendid shooting. Their names are John Johnson and Charles Coleman. Acting Master's Mate W. F. Pratt, who had charge of the after division and directed all the firing there, deserves much praise. He had as gun's crew 17 men of the Ninth New Jersey Regiment, who behaved remarkably well, considering that they were not used to the handling of large guns. Mr. Pratt made excellent shots whenever he could get the range, clear of other vessels. In fact, I believe we never fired a shot over or near any of our own vessels, and the *Southfield* being very long, and often very near the bottom, made her difficult to manage. Mr. Haynes [Haynie?], acting master and pilot, rendered me very valuable assistance. On the 8th we commenced firing on the fort again at 9:20 a. m. and ceased firing at 10 a. m. by your orders. Came to an anchor immediately after in 10 feet of water and stopped there till you left us at 6 p. m., when the *Philadelphia* came alongside.

We met with no casualties and had only one shot (a 32-pounder) pass through our upper works, and that was about 5 p. m. on the 7th, when we were in range of the *Hunchback*, who was at anchor with a spring on her cable. We have received no injury, and have been ready for service all the time.

The slight damage done to the upper works was repaired by a gang of carpenters kindly sent by you on the 9th. Annexed please find account of ammunition received, expended, and on hand.

Most respectfully, your obedient servant,

CHS. F. W. BEHM,
Acting Volunteer Lieutenant, Commanding U. S. S. Southfield.

Commodore L. M. GOLDSBOROUGH,
Flag-Officer, U. S. Flag-Steamer Philadelphia.

[Enclosure.]

Account of shot, shell, and ammunition expended on board the U. S. S. Southfield from January 16 to February 8, 1862, inclusive.

100-POUNDER PARROTT RIFLED GUN.

When expended.	Solid shot.	Shell.	Cartridges.
January 16	1	----------	1
February 4	1	1	2
February 7	6	87	93
February 8	----------	10	----------
Total	8	98	96

IX-INCH GUNS.

When expended.	Shell.	Cartridges.
January 16	2	2
January 20	1	1
February 4	1	1
February 7	148	148
February 8	13	13
Total	165	165

Report of Acting Volunteer Lieutenant Behm, U. S. Navy, commanding U. S. S. Southfield, regarding captured material.

U. S. S. SOUTHFIELD,
Croatan Sound, February 11, 1862—1 p. m.

SIR: I have the honor to inform you that we have two 32-pounders, with carriages complete on board sloop *Granite*, and that before night I trust to have another one and the 32-pounder on the *Curlew*.

We have a large quantity of grape, solid shot, shell, and all sorts of ammunition, two full tanks (marked U. S. S. *Merrimack*), and many other things. I shall try to save all I can, which may be of use to us, and will send in my report in full when we have finished. The fort was made by hauling two canal boats along the shore and then filling up with sod, or rather both mud and sod, interlined with and braced on the outside with timber. The whole battery had seven 32-pounders, all stolen from the United States. One of the canal boats was fired and the magazine was blown up. The other is the *C. A. Nichols*, of Norfolk, Va., and when we have all we want out of her I shall have her set on fire also, and then there will be nothing to build on again. I sent Acting Master's Mate Hammond, belonging to the *Delaware*, this morning to reconnoiter, and this will be handed to you by him. He had charge of a division of the launches, and went in the launch *Union* to see about the state of things on shore. He will be able to give you all the news he has picked up. I thought it best to send him to you so that you might examine him yourself. We shall be able to get some 5 or 6 anchors, 4 water tanks of about 400 gallons each (one marked *Colorado*), 2 chains, and many other things. The fort is about 220 feet long, and, as I said before, was mounted by 7 guns. Mr. Hammond will give you all the news about the inhabitants, and about a fort some 3 miles above this. If you make no different disposition of him, I should be glad to have him on board here until the *Delaware*, to which he belongs, returns. I shall try to keep you informed of my proceedings, and, if you would allow me to give the fishermen permission to use their nets I might be able to supply you with fresh shad. Mr. Hammond will speak to you about this.

I am, most respectfully, your obedient servant,

CHS. F. W. BEHM,
Acting Volunteer Lieutenant, Commanding U. S. S. Southfield.

Flag-Officer L. M. GOLDSBOROUGH,
Flag-Steamer Philadelphia, Croatan Sound.

Report of Acting Master Hays, U. S. Navy, commanding U. S. S. Morse, transmitting account of ammunition expended.

U. S. S. MORSE,
Off Roanoke Island, February 11, 1862.

SIR: In obedience to your order of the 10th instant, I have the honor to submit herewith the following report of the operations of this vessel during the engagement of the 7th instant:

At 11:30 a. m. I approached the shore to within about 1,500 yards and opened fire with 15-second shell upon the enemy's steamers, disabling the steamer *Curlew*.

About the same time I commenced firing with 10-second and 5-second shell upon the battery on [Pork] Point, but finding that the latter exploded short of the battery I ran in near enough to do execution. I

then continued firing until my shell were all expended. At 4:30 p. m., signalized to the flagship "In want of shell," whereupon Captain Case ordered me to withdraw and anchor for the night. I have to report the loss of one man, Eli Holden (seaman), of New Bedford, Mass., during the engagement. The vessel, although struck by shot and shell, sustained no material injury. It affords me great pleasure to call your attention to the brave and gallant conduct of my officers and crew during the whole engagement. I herewith enclose a report of ammunition expended.

I am, sir, very respectfully, your obedient servant,

PETER HAYS,
Acting Master, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Roanoke Island.

[Enclosure.]

Ammunition expended on board the U. S. S. Morse during the engagement off Roanoke Island, February 7, 1862.

36 5-second shell. | 52 10-second shell. | 32 15-second shell.

Abstract log of the U. S. S. Morse.

February 7, 1862.—At 8 a. m. the flagship signaled to get underway. At 10:30 saw the rebel fleet and batteries in northeast direction. At 11 commenced firing at the enemy, and continued the engagement until 5:45 [p. m.]. At 4 p. m. a ball from the enemy passed through the hull near the bluff of the bow. At 4:30 a seaman was killed by a shot from the enemy. At 5:45 signaled the flagship that shot was expended. At 6 went alongside the *Philadelphia* and took on board 16 shell and 2 kegs powder.

February 8.—At 10:30 a. m. buried E. Holden, of New Bedford, Mass., on shore at Roanoke Island. From 12 until 4 p. m. two divisions of the fleet succeeded in removing the piles driven in the channel by the rebels. At 4:30 p. m. the flagship signaled, "The victory is ours."

Report of Acting Master French, U. S. Navy, commanding U. S. S. Whitehead.

U. S. S. WHITEHEAD,
Off Roanoke Island, North Carolina, February 9, 1862.

SIR: I engaged the battery on the 7th instant at 12 m., and kept up a continual fire till 5:45 p. m. at the distance of 1,300 to 1,500 yards, throwing shell effectively.

I expended during the time 98 shell, and am happy to say no casualties occurred.

My officers and men merit my warmest thanks for their promptness during the action, particulary T. W. Cook, paymaster's clerk, who rendered important aid in attending to the signals.

Very respectfully, your obedient servant,

CHARLES A. FRENCH,
Acting Master, Commanding Steamer Whitehead.

Commander S. C. ROWAN,
Commanding Naval Flotilla, Pamlico and Albemarle Sounds.

Abstract log of the U. S. S. Whitehead.

February 7, 1862.—At 11 a. m. entered the marshes and proceeded up for the fort. At 12:30 engaged the rebel battery at long range, firing an occasional shot at the rebel steamers, which had taken a position to windward. The action soon became general, and was kept up without intermission during the afternoon. Shortened our range to 1,200 yards. At 2 p. m. the batteries were discovered to be on fire, which, however, the rebels soon succeeded in extinguishing. At 3 the secession flag was shot away, but was soon replaced. At 4 the Federal forces were being landed from the transports. At 5, having expended all our shell, we retired from the action, having received no injury during the day. The number of shells fired, 98.

February 8.—From 8 to meridian: Owing to the supply of ammunition and ordnance stores in the schooner *Howard* being nearly exhausted, we took on board from her eight empty shell, being all there were on the schooner suitable for our gun. Received on board powder, fuzes, and one package of overshirts to make cartridge cylinders. Filled eight shell and put in 10-second fuzes. Started for the barricade. At 4 p. m. started to pass through the obstructions placed across the river. At 5 steamer *Lockwood* discovered a passage, passed through, and anchored. At 6 the magazine of one of the rebel forts, which had been set on fire when they retreated, blew up with a terrific explosion.

Report of Acting Master Graves, U. S. Navy, commanding U. S. S. John L. Lockwood.

U. S. S. LOCKWOOD,
Elizabeth City, N. C., February 12, 1862.

SIR: I have the honor to forward the following report of the action at Roanoke Island on the 7th instant:

Commenced the engagement at 12 m. and continued it until 6 p. m., without any casualties.

Total expenditure of ammunition: Eighty-six rounds, 12-pounder; 62 rounds, 80-pounder.

Resumed the action with the enemy's battery at 9 a. m. on the 8th instant, which lasted about forty-five minutes. No casualties. Expended 8 rounds 80-pounder ammunition.

I can not speak too highly of the conduct of the officers and men under my command.

Very respectfully, your obedient servant,

G. W. GRAVES,
Acting Master, Commanding U. S. S. Lockwood.

Lieutenant Commanding ALEX. MURRAY,
Commanding Second Column.

Report of Acting Master Giddings, U. S. Navy, commanding U. S. S. Henry Brinker.

U. S. S. HENRY BRINKER,
Off Roanoke Island, February 13, 1862.

SIR: Agreeably to your orders of the 10th instant, I have the honor to submit the following report of my engagement with the enemy on the 7th instant:

At 10:15 a. m. weighed anchor and took up my position in column, agreeable to signal.

At 11 a. m. observed the following signal from the flagship: "Our country expects every man to do his duty," which was observed by my crew with cheers.

At 12 m. opened fire upon the enemy from my position in column, and shortly after obtained permission from Lieutenant Werden, of the *Stars and Stripes*, to go in nearer and engage the battery. Ran in close and continued the engagement until 3:20 p. m., when, having expended my ammunition, I was obliged to withdraw.

I immediately proceeded to the *Stars and Stripes* for a supply, and was sent to the *Delaware;* from her went to the *Philadelphia*, thence to the *Stars and Stripes;* from her to the flagship, and back to the *Philadelphia*, but could get none. Night coming on, I came to an anchor near the *Stars and Stripes.*

The vessel was not injured by the enemy's fire and no casualties occurred among my ship's company.

I take pleasure in saying that throughout the action my officers and crew all behaved with the utmost gallantry and coolness.

I am, sir, your obedient servant,

JNO. E. GIDDINGS,
Acting Master, Commanding U. S. S. Henry Brinker.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Abstract log of the U. S. S. Henry Brinker.

February 7, 1862.—Weighed anchor and proceeded in line through the marshes. Action commenced by *Southfield.* Fired first gun and ran alongside *Stars and Stripes* and asked permission to go nearer inshore, which was granted. At 12:20 the action became general; battery responding slowly, but without effect. At 3:20 p. m. hauled off and made signal, "Ammunition, in want of." Ran to *Stars and Stripes*, was sent to *Delaware*, returned to *Stars and Stripes*, sent to flagship *Southfield*, Captain Case sent us to schooner *Howard* and alongside *Philadelphia;* found none; again to *Philadelphia;* finding none, ran ahead and anchored at 7 p. m.

February 8.—At 7:30 a. m. captain took the second cutter and went aboard the *Stars and Stripes* and procured 1 keg of powder. Cruised around among the army gunboats and procured 30 shell and 20 charges of powder. Engaged filling shell and making cartridges. At 12 m. flagship signalized "Attack batteries." At 12:20 ran in toward battery and was signaled from *Southfield*, "Pass within hail." Ran alongside and was ordered to report to Lieutenant Commanding Jeffers, and was ordered to follow on the left and assist in passing spiles. At 4:15 p. m. Federal troops took possession of batteries; 4:30 rebels set fire to buildings and battery on Croatan and to steamer *Curlew*, which was abandoned and ashore. Passed spile blockade in company with *Lockwood.* Ran about a mile, taking possession of a lighter load of shovels and was signalized, "Return." At 6:50 came to anchor above the spiles blockade one-fourth of a mile.

Report of Acting Master Wells, U. S. Navy, commanding U. S. S. Isaac N. Seymour.

U. S. S. I. N. SEYMOUR,
Croatan Sound, February 16, 1862.

SIR: In obedience to your orders of the 10th instant, I herein have the honor to report the amount of ammunition expended, together with

the casualties on board this vessel during the action of the 7th and 8th instant.

At 11 o'clock and 40 minutes a. m., took a position within 1½ miles of the lower battery on Roanoke Island. I opened fire with both bow and stern guns, using percussion shell from Parrott gun and shot and shell alternately in rifled howitzer, directing my fire wholly at the three barbette guns on the southern extremity of the battery, keeping up a continuous fire until 5:30 p. m., when, finding our ammunition to be reduced to 23 rounds, having expended 91 rounds from 30-pounder Parrott and 112 from rifled howitzer, I hauled off to procure a fresh supply, being detained until dark in obtaining the same, by which time the firing on both sides had ceased. My boat, in company with others, was ordered on picket duty near the barricade extending across the sound from Roanoke Island to the mainland. I regret to add that Mr. Stephen Melius, head engineer, was dangerously wounded in the hip, and William Singleton, powderman, instantly killed by the enemy's shot during the afternoon. No damage was done to vessel, if I except the joiner work and windows, broken by the concussion of our own guns, and a hawser cut twice in two by an enemy's shot.

Saturday, the 8th instant, at 8:40 a. m., got underway and ran down to within 1,500 yards of the battery, returning the enemy's fire, completely silencing for the time the three barbette guns before mentioned. At 10:55 a. m. a signal from the flagship to cease firing. Hauled off and anchored.

Very respectfully, your most obedient servant,

F. S. WELLS,
Acting Master, Commanding U. S. S. I. N. Seymour.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Acting Master MacDiarmid, U. S. Navy, commanding U. S. S. Ceres.

U. S. S. CERES,
Off Roanoke Island, February 15, 1862.

SIR: In obedience to your order of the 10th instant, I have the honor to submit the following report of the operations of this vessel on the 7th and 8th instant at the attack on Roanoke Island. About 10:45 a. m., the *Ceres* in advance of the right column, I received permission from Commander S. C. Rowan to open fire with my rifled Parrott 30-pounder; I immediately commenced firing; found the first shot fell short; moved closer up, until I got within range of the enemy's steamers; 11 a. m., commenced firing at the enemy's steamers with the rifled 30-pounder. At 2 p. m., stood in toward the fort, until I found I was within range for the 32-pounder shell gun; commenced firing with the 32-pounder on the fort, and firing on the enemy's steamers with the rifled gun; 4 p. m., R. M. Coleman, master's mate, in command of the 32-pounder, and Alexander Hand, first loader, were slightly wounded by the premature discharge of the gun, resulting from the improper serving of the vent. Ran alongside U. S. S. *Stars and Stripes*, and had their wounds dressed; from thence went alongside store schooner *Howard* and received 65 32-pounder shells and 2 barrels powder; ran in under the guns of the fort again and commenced firing as before on the fort and steamers; 5 p. m., a shell from the enemy struck on the upper deck, splitting one of the beams, going through the lower deck, bursting

under the boiler, carrying away one of the grates of the furnace. About sundown signal was made "Cease firing." Stood out and came to an anchor.

Very respectfully, your obedient servant,

JOHN MACDIARMID,
Acting Master, Commanding Ceres.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Acting Master MacDiarmid, U. S. Navy, commanding U. S. S. Ceres, regarding ammunition expended.

U. S. S. CERES,
Off Roanoke Island, February 15, 1862.

SIR: I have the honor to submit the following report of ammunition expended on board this vessel during the action of the 7th and 8th instant:

7th instant.	*8th instant.*
50 rifled shells, friction primer.	8 32-pounder shells, 10-second fuzes.
38 percussion shells.	3 rifled percussion shells.
22 32-pounder shells, 15-second fuzes.	
22 32-pounder shells, 10-second fuzes.	
11 32-pounder shells, 5-second fuzes.	

Very respectfully, your obedient servant,

JOHN MACDIARMID,
Acting Master, Commanding U. S. S. Ceres.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Acting Master Hotchkiss, U. S. Navy, commanding U. S. S. General Putnam.

U. S. S. GENERAL PUTNAM,
Croatan Sound, February 14, 1862.

SIR: In obedience to your order of the 10th instant, I have the honor to submit the following report of our engagement with the enemy on the 7th and 8th instant:

After 12 o'clock m. of the 7th I steamed up on the right of the squadron and commenced firing upon the battery with my 20-pounder Parrott gun, using shrapnel, with 20-second fuzes, bursting them directly over the battery; kept approaching the battery and steadily firing, changing the fuze to 15-second, then to 10-second, and to 5-second, until within 700 yards of the battery. Then, with broadside to, keeping the boat in motion, I commenced firing shot and shell from our 32-pounder, directing my fire at the enemy's guns, continuing a steady fire from both guns until half past 5 o'clock p. m. The shots from the enemy's battery passed to the right and left, but mostly over our heads. For about one hour we received a cross fire from the rebel steamers on our left. We were once on fire near the machinery on the hurricane deck, but it was soon extinguished and but little damage done.

My powder being expended, I reported to the commander in chief, who ordered me to the schooner *Howard* for a supply. During the night we made 100 cartridge bags; on the morning of the 8th we filled

them and started in company with the *Underwriter* and several other boats to pass the blockade of sunken vessels. The battery opened fire upon us, which we replied to for nearly one hour, when we were recalled. Through the whole engagement, I am thankful to say, no one was hurt on board this vessel.

I take great pleasure in saying that the officers and men under my command pointed the guns with great precision, doing much credit to themselves and honor to that glorious flag which waves so proudly over us.

I am, very respectfully, your obedient servant,

WM. J. HOTCHKISS,
Acting Master, Commanding U. S. S. General Putnam.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Acting Master Hotchkiss, U. S. Navy, commanding U. S. S. General Putnam, regarding ammunition expended.

U. S. S. GENERAL PUTNAM,
Croatan Sound, February 14, 1862.

SIR: In obedience to your order of the 10th instant, I have the honor to submit the following report of ammunition expended during the engagement with the enemy's battery on the 7th and 8th instant:

56 shrapnel for 20-pounder Parrott.	103 cartridges for 20-pounder Parrott.
56 fuses for 20-pounder Parrott.	43 cartridges for 32-pounder.
47 percussion shell for 20-pounder Parrott.	18 shells for 32-pounder.
	25 solid shot for 32-pounder.

Very respectfully, your obedient servant,

WM. J. HOTCHKISS,
Acting Master, Commanding U. S. S. General Putnam.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Acting Master Woodward, U. S. Navy, commanding U. S. S. Shawsheen.

U. S. S. SHAWSHEEN,
Off Roanoke Island, February 17, 1862.

SIR: In obedience to your order, I have the honor to submit to you the following report of the part taken by this steamer in the bombardment off Roanoke Island on the 7th and 8th instant:

On the 7th instant, at 11.45 a. m., our first shell was fired, which fell short of the battery. Stood in until within good range, when we took a position on the front wing and engaged the battery, firing alternately from both rifled guns. This position was maintained until sunset, when the signal was made on board the flagship to cease firing, having received no material injury throughout the action.

I have only to add that I was ably sustained by all the officers and crew under my command.

After dark I was ordered to take a position in advance of the fleet, to watch any movements of the enemy which might take place through the night. Nothing occurring worthy of note, at 8.30 a. m., 8th instant,

I was ordered to make another attack on the battery, which attack lasted for an hour, when signal was made to cease firing, when all the gunboats engaged retired without one receiving any damage. I expended throughout the engagement 82 rounds of ammunition. Having no shot, shell were used altogether.

I am, sir, very respectfully, your most obedient servant,

THOS. J. WOODWARD,
Acting Master, Commanding.

Flag-Officer L. M. GOLDSBOROUGH.

Report of Acting Master's Mate Boomer, commanding U. S. sloop Granite, regarding ammunition expended.

U. S. SLOOP GRANITE,
Croatan Sound, February 11, 1862.

SIR: I would most respectfully report that during the action of the 7th and 8th instant I expended 26 5-second and 4 10-second shell and 16 solid shot and 46 8-pound charges. Casualties, none; injured, none.

I am, very respectfully, your obedient servant,

E. BOOMER,
Acting Master's Mate, Commanding U. S. Sloop Granite.

Flag-Officer L. M. GOLDSBOROUGH.

Report of Midshipman Porter, U. S. Navy, commanding howitzer battery in cooperation with the army.

U. S. S. HUNCHBACK,
Off Roanoke Island, February 10, 1862.

SIR: In obedience to your order of the 10th instant, I now submit to you a detailed account of the operations of my battery during the engagement with the rebels on Roanoke Island, February 8, 1862. The officers of the battery were as follows, viz:

Acting Master Charles Daniels, of the U. S. S. *Hetzel;* Lieutenants Tillotson and Hughes, of the Union Coast Guard; Flag-Officer's Clerk Edward P. Meeker, of the U. S. S. *Philadelphia;* Acting Master's Mate J. B. Hammond, of the U. S. S. *Delaware;* Acting Master's Mate Walter Griffith, of the U. S. S. *Underwriter.*

At 4:30 p. m., February 7, the signal was made to land the troops, and Brigadier-General Burnside ordered me to proceed to Ashby's Cove and report to General Reno.

This I immediately did and was ordered by him to disembark the pieces.

As soon as they were landed, I formed them in column of pieces and advanced inland to the fork of the roads; here I stationed two of the pieces. Two of the remaining pieces I stationed about one-half a mile in advance on the left fork, and the other two about the same distance in advance on the right fork.

Here we remained until 7 a. m., February 8, when General Foster came up with his brigade to make the advance and ordered me to follow on after the Twenty-fifth Regiment Massachusetts Volunteers.

We immediately manned the drag ropes and advanced about 2 miles, when I received an order from General Foster to bring the battery forward as fast as possible.

I now gave the order, "Forward, double quick," and we soon sighted the rebel battery, which was situated so as to rake a road which crossed the one upon which we were advancing at right angles, and was flanked on either side by a very thick swamp.

As soon as I saw the enemy's fortification I halted and formed the pieces into battery, with three pieces in the road upon which we were advancing and three on the right of it, and opened fire on the enemy with grape and shell from the rifled guns, and canister, shrapnel, and shell from the smoothbore, doing good execution among their reserve in the rear of their battery.

As I received orders to keep the artillery on a line with the infantry, I advanced the pieces after each fire until they were in the open space directly in front of the rebel battery, where we made a stand under a most destructive fire from the rebel infantry. The men, however, worked the guns with great coolness and determination, until all but 10 rounds from each piece had been fired, when, as I received orders to reserve 10 rounds for each gun, we ceased firing for a short time, but commenced again, firing about once every two minutes, to scatter the enemy's reserve.

We had been firing about three and one-half hours when the fortification was stormed and the rebels retreated toward Weir's Point.

As soon as we reached the rebel battery we started on for Weir's Point. After marching with the artillery about 2 miles we met General Foster, who told us that the enemy had surrendered and that we would not be required any more.

I therefore started on again for the point, and the next morning embarked the battery and returned to the flotilla.

All praise is due my officers and men for their bravery and the alacrity and coolness with which they executed all of my orders.

I particularly recommend to your notice Acting Master's Mate J. B. Hammond, of the U. S. S. *Delaware* who, by his coolness and intrepidity, elicited my warmest praise.

I would also recommend to your notice Lieutenants Tillotson and Hughes, Union Coast Guard, who served their pieces in the most gallant manner throughout the action.

I now most respectfully submit the above report to your consideration, hoping that the operations may meet with your approval.

I am very sorry to report the following casualties in my battery:

Killed.—John McCoy, private, Union Coast Guard, Company B; John Doyle, private, Union Coast Guard, Company B; James Herbert, private, Ninth Regiment New Jersey Volunteers.

Wounded seriously.—William Miller, private, Ninth Regiment New Jersey Volunteers; John Saddler, private, Union Coast Guard, Company B.

Wounded slightly.—Nathan Stanford, private, Union Coast Guard, Company B; David Lloyd, private, Union Coast Guard, Company B; Benj. Clinton, private, Ninth Regiment New Jersey Volunteers.

Respectfully submitted.

BENJ. H. PORTER,
Midshipman, U. S. Navy, Commanding Launches.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Letter from Rear-Admiral Goldsborough, U. S. Navy, to the Secretary of the Navy, in commendation of Midshipman Porter's action in command of howitzer battery, February 7 and 8, 1862.

WASHINGTON CITY, *October 11, 1862.*

SIR: In my detailed report to the Department of the capture of Roanoke Island, etc., dated off Roanoke Island, February 18, 1862, I remarked that, in the course of the afternoon of the 7th of that month, six launches, under the command of Midshipman Benj. H. Porter, landed their howitzers and joined the army for the purpose of commanding the main road and its two forks during the night, and of assisting in more active operations the following morning, and also, that I was promised a report by General Burnside with regard to Midshipman Porter's association with his forces, and would with pleasure forward it to the Department as soon as it was received.

Owing, no doubt, to nothing but incessant and pressing demands upon his time, the general has not yet complied with his promise, and as it may be still some time longer before he can command time enough to carry out his intentions upon the subject, I deem it but justice to this interesting youth to say that both Generals Burnside and Foster assured me in conversation immediately after the battle, which came off on the 8th of February and resulted so advantageously to our arms, that his gallantry was very conspicuous on the occasion. The battery under his command, of six naval howitzers, was placed in the advance, and it was there handled with a degree of skill and daring which not only contributed largely to the success of the day, but won the admiration of all who witnessed the display. No other fieldpieces were employed by our army in the engagement. Mr. Porter was but about 17 years of age, and in my belief no father in the land can, with truth, boast of a nobler youth as a son. I sincerely trust that he may be regarded by the Department as highly worthy of its lasting consideration, and that he may at all times have bestowed upon him all that his merits deserve.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Report of Assistant Surgeon Jones, U. S. Navy, U. S. S. Philadelphia, transmitting list of casualties.

U. S. FLAGSHIP PHILADELPHIA,
Off Roanoke Island, N. C., February 10, 1862.

SIR: In obedience to your order of this date the accompanying report of casualties which occurred in the forces under your command during the engagement at this place on the 7th and 8th instant is respectfully submitted.

The limited number is a matter of congratulation, when the forces engaged and their exposed situation are considered.

Very respectfully, your obedient servant,

SAML. J. JONES,
Assistant Surgeon, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

[Enclosure.]

List of casualties at Roanoke Island.

U. S. S. Hetzel:

Killed.—Acting Master's Mate Charles Harris.

Wounded severely.—Charles Clark, boatswain's mate; Joseph N. Ingersoll, ordinary seaman; William Smith, ordinary seaman.

Wounded slightly.—Tully McIntyre, seaman; Henry Bryant, ordinary seaman; Henry P. Thompson, coal heaver.

U. S. S. Seymour:

Killed.—John Singleton, coal heaver.

Wounded severely.—Acting Assistant Engineer Stephen Melius.

U. S. S. Morse:

Killed.—Eli Holden, seaman.

U. S. S. Ceres:

Wounded slightly.—Acting Master's Mate R. M. Coleman.

Wounded severely.—Alexander Hand, ordinary seaman.

U. S. S. Commodore Perry:

Wounded severely.—Andrew Horton, private, Company D, Fourth Regiment Rhode Island Volunteers.

U. S. S. Southfield:

Wounded slightly.—Rufus Joy, signal quartermaster.

Midshipman Porter's howitzer battery:

Killed.—John McCoy, private, Union Coast Guard; John Doyle, private, Union Coast Guard; James Herbert, private, Ninth Regiment New Jersey Volunteers.

Wounded severely.—John Saddler, private, Union Coast Guard; James Jackson, private, Union Coast Guard; William Miller, private, Ninth Regiment New Jersey Volunteers.

Wounded slightly.—David Lloyd, private, Union Coast Guard; Nathan Sanford, private, Union Coast Guard; Benjamin Clinton, private, Ninth Regiment New Jersey Volunteers.

Missing.—Manning Lyons, private, Ninth Regiment New Jersey Volunteers; Nathan Buckley, private, Ninth Regiment New Jersey Volunteers.

Killed	6
Wounded	17
Missing	2

Rough notes of the naval expedition to Roanoke Island, etc., by Henry Van Brunt, secretary to flag-officer.

Sunday, January 12.—Flag-officer and staff left Hampton Roads in the *Spaulding* at 5:30 p. m. *Minnesota* hauled down flag-officer's broad pennant as we passed.

Monday, January 13.—Passed Cape Hatteras at 8:30 a. m. Several transports of Burnside's fleet in our company during night and morning. Spoke the *Ceres* outside Hatteras Inlet. Passed over the bar and anchored in the inlet at 10:30 a. m., crowded among transports and gunboats, which are continually arriving during the day. At about meridian General Burnside arrived in the *Picket*, and soon afterwards came on board to see flag-officer. Tide ebbing strong, with stiff breeze from N. N. E. Lying at the inlet we found on our arrival the following naval vessels: *Stars and Stripes*, *Hetzel*, *Louisiana*, *Underwriter*, *Valley City*, *Seymour*, *Whitehead*, *Lockwood*, *Ceres*, and *Putnam*. In the a. m.

the *Philadelphia* and *Delaware* came in. At 3 p. m. the *Morse* and *Brinker* arrived; the latter, while coming alongside, in answer to signal, stove a hole in her bows and hauled off to repair. Meanwhile a large army transport, the steamer *New York*, outside, showed signal of distress. Sent out *Ceres* to pilot her in, but, drawing too much water, the transport got aground on the outer bar, was deserted by her crew, and within two or three days went to pieces. She had ordnance and other stores on board. At 5 p. m. the *Brinker* came again alongside, having repaired damages; took on board flag-officer and suite, together with Commander Rowan, and conveyed them to the *Philadelphia*, the flagship. General Burnside came on board with his staff in the evening.

Tuesday, January 14.—A strong N. E. gale all last night and this morning prevailed, inflicting considerable damage among the transports and shipping, crowded together in the narrow roadstead. The army gunboat *Zouave* ran afoul of her anchor during the night and sunk. During the day wreckers were set to work to save from her as many articles as possible. General Burnside on board during the day. No active operations could be carried on this day on account of the gale. Many naval officers came on board.

Wednesday, January 15.—Gale subsided during the night. General Burnside came on board twice during the day with Commander Hazard and officers of his staff. The command of the *Putnam* was temporarily conferred on Lieutenant McCook, of the *Stars and Stripes*. The *Granite*, an armed sloop, was towed in from the outside in the a. m. by the *Ceres*. At 10:30 a. m. the *Whitehead* went over the swash and took up a position in the sound. She was followed by the *Valley City*, which, after grounding once, got safely over. Then in succession the *Seymour*, *Lockwood*, and *Brinker* followed successfully, except that the last named got twice aground. *Ceres* was meanwhile employed, under direction of Lieutenant Commanding Jeffers, staking out the Swash Channel, and at 2:30 p. m. towed the sloop *Granite* over into the sound. At 3:45 p. m. the *Hetzel* followed successfully. At 4 p. m. the *Underwriter* got underway and grounded. With the assistance of the *Ceres* she got off in two hours and anchored, waiting for the morning. Immediately after the *Underwriter* went the *Louisiana*, which easily passed over into the sound. The *Morse* at about the same time got off from the bar, where she had been aground since the morning, but immediately got aground again. At 4:15 p. m. Commander Rowan, commanding naval division of gunboats, went over in the *Delaware*. General Burnside on board at 4:15 p. m. He informed us that Colonel Allen and the surgeon of the Ninth New Jersey Regiment were swamped and drowned on the outer bar. At 6:05 p. m. flag-officer sent to request the general to have all lights about the vessels lowered and extinguished. In the a. m. William A. Smith, an old sound pilot, came on board to advise with the flag-officer; also James Parsons, a Union refugee from Portsmouth, Va., who had made his escape last Friday. In the evening Generals Burnside, Foster, and Reno came on board with maps to consult concerning the attack on Roanoke Island. The line of battle formed by our gunboats in the sound is nearly as follows, beginning from extreme left: *Delaware*, *Granite*, *Seymour*, *Whitehead*, *Valley City*, *Lockwood*, *Brinker*, *Hetzel*, *Louisiana*.

Thursday, January 16.—Cloudy; fresh wind, N. N. E. *Underwriter* and *Ceres* got over into the line at daybreak. *Ceres* and *Putnam* occupied all day towing, etc. *Morse* got afloat at 9:30 a. m. At 9:40 a. m. ten sound pilots came on board. At 10:20 a. m. the *Morse* got over into [the] sound and took up position. At 10:40 a. m. three more swash pilots on board. At 11 a. m. army transport *Eastern Queen*

started to cross over, but grounded. At 2 p. m. Generals Burnside, Reno, and Williams, with officers, came on board.

Friday, January 17.—At 9:30 a. m. the *Southfield* came in from sea. Several army vessels aground, but none in the sound. At 10 a. m. the *Hunchback* reported outside. At 10:20 a. m. the *Stars and Stripes*, attempting to get over, got aground. Mail from the North arrived for *Southfield* at 10 a. m. At 11:20 a. m. Acting Lieutenant Commanding Colhoun came on board and reported the arrival of his steamer, the *Hunchback*, in company with the *Shawsheen*. At 11:30 a. m. General Williams and officers came on board. At meridian other officers. *Shawsheen* went over in the p. m.

Saturday, January 18.—Cloudy, with light west wind. *Hunchback* went over at 9 a. m. into the sound. *Southfield* partly over and aground at 9:30 a. m. *Stars and Stripes* still making slow progress over swash. Whole morning occupied in examination of Chickamicomico fishermen concerning Roanoke Island and the soundings and landings thereabout. Most of them unwilling to take the responsibility of piloting. Generals Burnside, Foster, and Reno present at examination. Much local information obtained from negro Ben and his brother, escaped slaves from Roanoke Island. Late in p. m. *Southfield* and *Stars and Stripes* still working their way slowly over.

Sunday, January 19.—Foggy. The army transports are reported to be lightened as much as possible. The generals were on board early. *Stars and Stripes* got over into the sound and took her place in the fleet beyond the swash at 10:45 a. m. Lieutenant McCook relieved from command of *Putnam* and restored to *Stars and Stripes*. At 1:45 p. m. the army steamer *Picket* towed over a schooner, followed by the *Pilot Boy* with troops to transfer to schooner. This is the first movement over the swash by the army. Two natives came on board at 4:20 p. m., and reported that the army steamer *Pocahontas* had gone ashore 20 miles above Cape Hatteras, and 19 only of her cargo of 103 horses were saved; 60 men on board all saved. At 5 p. m. Generals Burnside, Reno, and Parke came on board reporting that, by sounding, they had discovered an 8-foot passage over the swash. It was probably a "pocket" or *cul de sac*.

Monday, January 20.—At 7 a. m. the *Vidette*, army steamer, which got aground on her way over yesterday, succeeded in joining the fleet in the sound. At 11:30 a. m. the *Southfield* got over into the sound. As usual, the *Ceres* and *Putnam*, and also the *Lockwood*, were engaged all day towing and tugging. At meridian *Picket* towed over a schooner, followed by *Pilot Boy* with troops to be transferred to schooner. *Lockwood* also towed over schooner.

At 3 p. m. the commanding officer of the U. S. S. *Western World* came on board to report the arrival of his vessel. He put in for harbor on his way to Port Royal.

Tuesday, January 21.—At 8 a. m. the army steamer *Pioneer*, a schooner, and the army steamer *Picket* were all aground on the swash. As usual, the *Ceres*, *Putnam*, *Lockwood*, and *Shawsheen* were all engaged during the day tugging, provisioning, and assisting the army. At 11:15 a. m. the army steamer *Cossack* attempted to get over the bar. At 12:20 the *Pioneer* got over and joined the fleet. At 11:30 an army schooner got over. At 1:50 p. m. about a dozen pilots were sent over to Commander Rowan for his use. At 1:30 p. m. a couple of rebel steamers appeared, apparently reconnoitering to the westward of us. Chase was at once given, but without success. Early in the evening the army steamer *Cossack* got over and joined the fleet.

Wednesday, January 22.—A stiff breeze all last night and to-day from the northward, making 6 or 8 inches more in depth of water on the swash. The army quartermaster's steamer *Spaulding* arrived in the night from Port Royal. The army steamer *Lancer* attempted to get over and succeeded finally in joining the sound fleet at 10:10 a. m. Army steamer *Ranger* got over the swash at 12:35. At the same time the army steamer *Guide* started and finally grounded, when nearly over, at 1:30 p. m. The Army had over in the sound at this time 7 steamers and 4 or 5 schooners, and the Navy, 16 steamers and 1 sloop.

Thursday, January 23.—A violent N. E. gale prevailed all last night and to-day, rendering impossible any active movements in the expedition. At 11:50 a. m. the *Guide* hoisted a signal of distress as she laid aground. She had three steamers near her. It was impossible, however, to render assistance at that time. Signal lowered after it had been flying an hour. In the evening the gale seemed to abate somewhat. Water very high and Fort Hatteras apparently surrounded by water. At 8:35 p. m. three minute guns were fired from the fleet in the sound as signals of distress.

Friday, January 24.—N. E. gale continued unabated. At 10 a. m. the *Picket* signalized "The *Guide* requires the assistance of a tug." We replied, "After the gale." At 12:30 the gale at last abated, after a very heavy rain. The army steamers *New York*, *Northerner*, and *Peabody* got up steam. At 12:55 we signalized to the *Delaware*, Commander Rowan's flagship, "Render immediate assistance to the *Guide*." At 1 p. m. Generals Burnside and Reno, Commander Hazard and staff officers came on board. No disasters of any importance were reported, and many vessels before aground were reported to be afloat again in consequence of the increased depth of water. At 1:35 p. m., the *Delaware* having answered, sent the *Shawsheen* to the assistance of the *Guide*, with which she remained tugging all the rest of the day, with the army steamers *Union* and *Patuxent*. At 2:20 p. m. the flag-steamer *Philadelphia* got underway and ran alongside the army steamer *New York* to offer her assistance in getting her over the swash. As the offer was declined, for the present at least, the flag-steamer proceeded over the swash to the *Guide*, and for two hours aided in tugging at her without success. At 3:10 p. m. General Burnside came on board to thank the flag-officer, and remained to dine with the flag-officer. The *Peabody*, which attempted to follow the flagship, grounded on the swash, where she was tugged by the *Seymour* without effect. At 4:20 p. m. the *Delaware* signalized from the fleet in the sound asking, "Have you a pilot on board?" We replied, and at 4:30 p. m. stopped tugging at the *Guide*, and proceeded to an anchorage for the night near the fleet beyond the swash. At 5:30 p. m. an army schooner was towed over full of soldiers. At 6:10 p. m. the army steamers *Curlew* and *Eagle* passed over into the sound. During the p. m. there was but little effective movement among the vessels still lying in the inlet.

Saturday, January 25.—At 1:30 a. m. the army steamer *Peabody* passed over. Between 8:30 and 9:30 the flag-steamer telegraphed to Commander Rowan, commanding naval division, "Vessels in want of fuel, will get coal for fourteen days;" also, "Take provisions if wanted for sixty days." At 2:15 the flag-steamer *Philadelphia* joined the *Ceres*, *Putnam*, and army steamer *Patuxent* in tugging at the army steamer *Guide*, which was still aground on the swash, while the *Picket* was at work on the army steamer *Northerner*, also aground, but no success was met with in either case. At 3:15 p. m. the army steamer *Pilot Boy* took over a schooner load of troops. At 5:30 p. m. the flag-steamer

returned to her anchorage. The army steamer *Union* went over loaded with troops at 6 p. m. At 7:15 p. m. the army steamer *Picket* passed over, towing a schooner filled with troops.

Sunday, January 26.—At 6:30 a. m. the army steamer *Guide* at last passed over into the sound. At 10:45 a. m. the army quartermaster's steamer *Spaulding* brought in a ship from outside which had been in need of assistance. At 11:40 a. m. Lieutenant Commanding Flusser came on board to report the arrival of his vessel, the steamer *Commodore Perry*, at the inlet at 10:30 a. m. At 1 p. m. the mail for the North was closed and went on board the *Eastern City* [*Eastern State?*], which left at 2:30 p. m. The army quartermaster's steamer *Spaulding* is detained by General Burnside for his use. At 1:35 p. m. the *Commodore Perry* passed over into the sound without difficulty. Schooner *Howard*, with navy stores, arrived at 2:30 p. m., and passed over into the sound. The army steamer *Northerner* at last got over at 4:30 p. m., after the flag-steamer had been tugging at her for several hours. Generals Burnside and Reno spent p. m. on board flag-steamer. At 7 p. m. General Foster sent on board a deserter from Washington, N. C., who made a report of the enemy's movements, so far as he knew. During the day three army schooners, loaded with troops, coal, and provisions went over into the sound.

Monday, January 27.—Flag-steamer *Philadelphia* down at the inlet coaling during the day. At 8 a. m. the army steamer *Eastern Queen* started to go over. At 10:20 a. m. the *Commodore Barney* came in and Lieutenant Commanding Renshaw came on board to report. At 2:45 p. m. the army steamer *Pilot Boy* passed over, loaded with troops.

Tuesday, January 28.—The army steamer *Eastern Queen* got over into the sound at 7:18 a. m. and the *Commodore Barney* at 7:40 a. m. The army steamer *Spaulding* started to come over at 5:15 p. m., and a similar movement was attempted by the army steamers *New Brunswick* and *New York*, but all stopped at the outer entrance of the swash for the night. Several schooners were towed over into the sound in the p. m.

Wednesday, January 29.—Army steamer *New Brunswick* passed over at 5 a. m., but got aground in the sound. At 9:15 a. m. the army steamer *Chasseur* passed over. At 10:45 a. m. the four generals went on board flag-steamer. At 12:45 Lieutenant Commanding Murray reported to flag-officer that at 12:30 a schooner made its appearance in the sound, and that a couple of our steamers were in pursuit. No result followed. The army steamer *Spaulding* passed safely over at 5:15 p. m. Several schooners towed over during the day.

Thursday, January 30.—The army steamer *Sentinel* passed over at 8:30 a. m. At 3:45 p. m. the army steamer *New Brunswick* floated again. Between 5:30 and 6 p. m. three small army tug propellers passed over; also a schooner and brig loaded with troops.

Friday, January 31.—At 7 a. m. a schooner with five deserters from the rebel militia at Middletown, N. C., ran down to our fleet. At 8:50 a. m. the army steamer *Virginia* passed over the swash. At 9:15 a. m. the five deserters were brought on board and examined by flag-officer and General Burnside; their statements, as regarded the number and position of the enemy, confused and doubtful. They concurred, however, in saying that the militia was hastily and ill provided for, and the Union feeling was growing in the eastern counties of North Carolina. At 10:11 a. m. army steamer *New York* passed over into the sound. At 10:30 a. m. the mail arrived from the North. General Burnside on board again in the p. m. He thought he would be ready

to move on Monday. The *Patuxent* passed over in the a. m. loaded with troops; also several schooners for the army.

Saturday, February 1.—Rain all night and in the morning. Generals Burnside and Reno came on board flag-steamer. At 4:30 p. m. the army steamer *Eastern State* was sent to Wilmington, N. C., in haste, with orders from the flag-officer to the U. S. S. *Chippewa*, blockading off that port, to proceed at once off Nag's Head, opposite the northern end of Roanoke Island, to dislodge the enemy's troops said to be there, and to prevent retreat northward by that way from Roanoke Island. Schooners and troops, as usual, passed over the swash during the day.

Sunday, February 2.—Day occupied by the army in bringing vessels over the swash, in coaling, provisioning, reorganizing, etc. No movement by the navy.

Monday, February 3.—The weather was unfavorable for any general movement. Nineteen fugitive slaves—men, women, and children—were picked up, much exhausted, at 7 a. m. in a small boat by the *Ceres* and brought on board at 10 a. m. They made their escape from Middletown, N. C., the previous night. They reported that others were coming. General Burnside came on board at 10:30 a. m. He pronounced the army nearly ready to move. The following is a recapitulation of the army steamers now in the sound: *Picket, Pilot Boy, Vidette, Pioneer, Cossack, Lancer, Ranger, Curlew, Eagle, Peabody, Union, Guide, Patuxent, Phœnix, Eastern Queen, Chasseur, New Brunswick, Sentinel, New York, Virginia, Spaulding*, and *Hussar*. Besides these, there are between 20 and 30 schooners, sailing troop vessels, and other craft, including 4 small propeller tugs. The naval gunboats now in the sound are as follows: *Delaware, Stars and Stripes, Louisiana, Hetzel, Valley City, Underwriter, Commodore Perry, Commodore Barney, Southfield, Hunchback, Morse, Lockwood, Ceres, Putnam, Seymour, Whitehead, Brinker, Shawsheen*, sailing sloop *Granite*, and *Philadelphia*, the latter being the flag-steamer of Flag-Officer Goldsborough. The naval division is under Commander Rowan, whose flag-steamer is the *Delaware*. It is divided into three columns, under the command, respectively, of Lieutenant Commanding Werden, of the *Stars and Stripes*, Lieutenant Commanding Murray, of the *Louisiana*, and Lieutenant Commanding Davenport, of the *Hetzel*. At 12:15 General Williams came on board, and afterwards Generals Burnside, Parke, and Colonel Hawkins. At 4:30 p. m. our mail for the North left the flag-steamer to go in the *Suwanee*, steamer.

Tuesday, February 4.—The *Philadelphia* was at the inlet coaling during the greater part of the day. The *Suwanee*, mail steamer, left for the North at 1 p. m. The arrangements for departure were completed by the army to-day, and at 5:45 p. m. Generals Burnside and Reno came on board flag-steamer to report the fact.

Wednesday, February 5.—Clear and cool. At 6:45 a. m. flag-steamer got underway and proceeded to the front of the fleet. At 7:15 a. m. the signal was made, "The fleet will prepare to get underway." At 7:30 a. m. the signal was made, "Get underway." The signal was repeated by divisions and columns, and at 8 a. m. the navy columns were formed and underway, a half an hour afterwards followed by the army vessels in three brigades. At 9:30 a. m. signal was made from the *Delaware* to the three columns, "Form line abreast." *Underwriter* and sloop *Granite* were sent ahead to Long Shoal Point to examine, and place buoy if necessary. At 9:50 a. m. two schooners hove in sight to the westward. At 11:50 a. m. the army steamer *Picket* overhauled us

with General Burnside on board, who desired the flag-officer to heave to and wait for the army steamer *Spaulding*, which, with the tow of two schooners, had been detained for some reason. Signal accordingly was made to fleet, "Stop until further orders." At 12 m. flag-steamer *Philadelphia* ran back to render assistance to *Spaulding*, but, finding her underway, returned to the head of the fleet, again signalizing, "Go ahead slow." At 1:15 p. m. flag steamer regained position in the van. At 2:20 p. m. we came up to the *Underwriter* and *Granite* lying to, near the buoy at the end of Long Shoal Point. Flag steamer signalized to navy and army vessels, "Keep to the starboard of the buoy," and laid to until it had been ascertained, by the movements of the entire fleet, that the signal had been understood. Roanoke Island hove in sight at 4:55 p. m. right ahead. At 5:20 p. m., off Stumpy Point, 10 miles south of the island, the flag-steamer signalized to the naval fleet, "Anchor in three columns." At 5:25 p. m. the smoke of two or three steamers was seen near Roanoke Marshes. At 5:43 p. m. the flag-officer spoke the general on board the army steamer *Spaulding*, advising him to come to anchor with all his vessels for the night. Generals Burnside and Foster came on board flag-steamer at 6:30 p. m. and supped with the flag-officer. The *Ceres* was sent to the mainland with Lieutenant Commanding Jeffers in the evening to bring off a Union resident, supposed to possess knowledge of the enemy's latest movements. At 10:20 p. m. Lieutenant Jeffers returned, bringing the man with him. Little information, however, from him.

Thursday, February 6.—Wind N. E., cloudy, with rain. At 4:30 a. m. orders were given to have all the boats in the squadron ready for disembarking troops. General Burnside was on board flag-steamer at 7 a. m. At 7:25 a. m. flag-officer shifted his flag from the *Philadelphia* to the *Southfield*, Acting Volunteer Lieutenant Behm commanding. At 7:35 flag-steamer signalized, "Prepare to get underway." At 7:45 a. m. signalized, "Get underway." At 8:30 a. m. the whole fleet, army and navy, were steaming ahead in columns and brigades, the *Ceres* and *Putnam* running ahead to reconnoiter. At 9:53 a. m. signal was made from the *Delaware* to the naval division, "Keep in closer order by closing toward the center." Lieutenant Commanding Murray led the left column, Werden the right, and Davenport the center. At 10:05 a. m. the *Delaware* signalized, "Prepare for action." At 10:10 a. m. the *Southfield*, flag-steamer, signalized, "Keep in closer order by closing toward the leading ship." At 10:15 a. m. the *Ceres* and *Putnam* entered the channel of Roanoke Marshes and passed through into Croatan Sound, without meeting with any obstruction. At 10:25 a. m. heavy fog with rain set in. At 10:35 a. m. the *Ceres* and *Putnam* returned and reported that they had run up 3 or 4 miles above the marshes into Croatan Sound and had seen 15 steamers and 10 sailing vessels of the enemy at anchor in a line extending from Weir's Point about a mile southward near the island. At 10:40 a. m., the fog and rain increasing, the *Southfield*, flag-steamer, signalized, "Anchor in three columns," and the signal was repeated to the army. At 2:40 p. m. the *Delaware* signalized, "The enemy is approaching," referring to the gunboats we could see moving beyond the marshes of Roanoke. *Southfield* signalized, "Be on the alert." During the p. m. five army vessels, which were armed, discharged their troops into other vessels, and steamed forward into line with the navy gunboats, the army steamer *Picket*, with Commander Hazard on board, leading. Wind shifted to southward at noon, with frequent rains and mist.

Friday, February 7.—At 7 a. m. the flag-steamer *Southfield* signalized, "Let the men take their breakfast;" a heavy fog bank to the northward driven over and dispersed by 9 a. m.; troopships steaming forward a little into line and taking their tows. At 9:40 a. m. the army steamer *Chasseur* joined the other army gunboats. At 9:40 a. m. the flag-steamer hoisted signal, "Prepare to get underway;" at 9:55 a. m., "Get underway." At 10:10 a. m. the *Delaware* signalized to her division, "In two columns, keep in close order." At 10:15 a. m. the flag-steamer hoisted, "Our country expects every man to do his duty." At 10:30 a. m. the enemy discharged a heavy gun. At 10:25 the flag-steamer signalized, "Steamers with 9-inch guns close up." At 10:50 a. m. the *Putnam* and *Louisiana* both got aground in passing through the marshes into Croatan, but both were soon got off. At 10:55 a. m. flag-steamer signalized, "Prepare for action." At 11:20 a. m. the *Delaware* hoisted, "Keep the lead going." During the great movement into the sound the *Ceres* and *Underwriter* were sent ahead, the former to feel the way and ascertain if there were obstructions in the channel, the latter with orders to discover if there was a fortification on Sand Point. At 11:25 a. m. the *Underwriter* fired the first shot into the point, without drawing a reply, and hoisted accordingly, "No battery on Sand Point." At 11:50 a. m. all the gunboats were fairly in Croatan Sound, the transports meanwhile crowding after, and the signal was made, "Keep in close order." As we approached the enemy's boats appeared, eight in number, behind a barrier built of piles and sunken vessels, and extending from Redstone Point on the mainland eastward to within half a mile of the island. The action became general about meridian, our gunboats being engaged with the enemy's vessels, with a battery of 9 guns on Pork Point, a battery of 4 guns 2 miles above this point, and a battery of 8 guns on Redstone Point on the mainland, the last two batteries, however, firing only occasionally and with little effect. During the action most of our fire was directed against the Pork Point battery, with reference to which the signal was several times made from the flag-steamer, "Close in." Throughout the day it was the effort of the enemy's vessels to draw our fire from this battery, and by retreating when pursued, to get our vessels entangled among the piles and sunken vessels of the barrier, where they would be exposed not only to the fire of the three batteries above named, but especially to that of a battery on Weir's Point mounting 12 guns. At 1:30 p. m. the barracks and storehouses behind the Pork Point battery were set on fire by our shells. At 2 p. m. General Burnside ran alongside the flag-steamer to communicate concerning the landing of troops, etc. At 2:15 p. m. the buildings of the fort seemed to be on fire in many places, burning furiously; the signal halyards had been shot away and the rebel flag floated from a staff temporarily raised on the earthworks. At about this time the fire was hottest from the fleet, and the fort responded steadily but with considerable deliberation. At 2:30 p. m. the *Hetzel* signalized, "I am struck below water." The flag-steamer replied, "Haul off and repair." At 3 p. m. the army steamers *Patuxent* and *Union* filled with troops left the transports (which were lying at anchor in a body about 2 miles above the marshes) and approached Ashby's Harbor, a landing place 2 miles south of Pork Point. At 3:25 p. m. the army steamer *Pilot Boy* followed, towing a large number of boats and a pontoon bridge, all loaded with troops. At 3:55 p. m. the *Ceres* and afterward several other vessels signalized, "Ammunition nearly expended." These vessels were directed to obtain a supply of

the articles wanted from the schooner *Howard* and the steamer *Philadelphia*. At 4 p. m. five out of the eight rebel steamers ran down closer, in order to draw the fire of our gunboats, which were engaging the Pork Point battery very warmly. At 4:25 p. m. this battery ceased to reply, and at 4:30 p. m. the five rebel steamers were driven back behind Weir's Point, several of them disabled. The first landing of our troops at Ashby's Harbor was effected under the fire of the *Delaware*, and subsequently under that of the army steamer *Picket*. At 4:45 p. m. a large body of the enemy, stationed to oppose the landing, was dispersed by our shrapnel. The two lower batteries, after having been silent for about three-quarters of an hour, opened again at about 5 p. m. At the same time several small steamers of the enemy appeared to be landing troops at Weir's Point by means of flatboats. At 5:10 p. m. the flag-steamer signalized, "Shots are falling short," and at about the same time the enemy's gunboats ran down toward us, but were driven back before 5:45 p. m., and at 6 p. m. signal was hoisted from flag-steamer, "Cease firing." In the evening, at 9:30, General Burnside went on board flag-steamer and reported that 6,000 men had landed, and that through the night he would land his men at the rate of 1,000 an hour. In the evening six naval launches, under the command of Midshipman Porter, landed their howitzers and reported to the general for orders.

Saturday, February 8.—At 9 a. m. most of our gunboats got underway, and at the same time the battery at Pork Point opened fire once more on them. At 9:10 a. m. our vessels engaged the enemy and threw shell with great precision into the battery, which replied languidly and finally not at all; at 9:35 a. m. the flag-steamer signalized, "Cease firing," it being feared that our own troops were in the rear of the fort, as throughout the morning firing had been heard in the interior of the island. Early in the morning a rebel tugboat appeared at the northward, towing five schooners, followed by a larger steamer, towing a flatboat, all apparently filled with troops and coming from the direction of Elizabeth City. They landed at Weir's Point at about 9:15 a. m., reenforcing the enemy by about a thousand men. At 9:45 a. m. the flag-steamer hoisted a general recall, as the *Commodore Perry*, *Valley City*, and several other gunboats were approaching very near the Pork Point battery. At 11 a. m. a signal of general attack was made on board flag-steamer, but immediately revoked. At about meridian the *Valley City* and *Louisiana* fired several shots at the fort, eliciting nó response. The fort was silenced and abandoned. At 12:45 a fog came up and all firing ceased among the vessels. The rebel steamers did not appear to-day, with the exception of one, the *Curlew*, which, disabled by our shot, had been run ashore near the Redstone Point battery the previous night. At 1 p. m. the *Underwriter*, *Valley City*, *Seymour*, *Lockwood*, *Whitehead*, *Ceres*, *Putnam*, and *Brinker*, having been placed under the command of Lieutenant Commanding Jeffers, proceeded toward the barrier to break or find a way through it. At 1:15 p. m. the *Delaware*, which had been lying near the landing at Ashby's Harbor to protect it, got underway and approached the flag-steamer. Occasional firing heard inland. At 4 p. m. we could see the *Ceres* on the other side of the barrier. At 4:45 p. m. the Pork Point battery was occupied by our troops and the American flag hoisted there. The flag-steamer made [signal] "The fort is ours." At 5 p. m. the fort on Redstone Point was abandoned by the enemy and its buildings set on fire by them; at the same

moment Lieutenant Jeffers's flotilla appeared, following the *Ceres* through the barrier into Albemarle Sound. At 5:15 p. m the enemy's disabled steamer *Curlew* was set on fire and her magazine exploded. At 5:25 p. m. the flag-steamer signalized "Victory," amidst the cheers of the squadron. At 6 p. m. the flag-officer shifted his flag back to the *Philadelphia*. At 7:15 p. m. Generals Burnside and Foster came on board and reported the capture of Roanoke Island, with between 30 and 40 pieces of artillery and about 3,000 prisoners of war.

Sunday, February 9.—At about 9 a. m. a schooner appeared running down to the *Ceres*, which was lying beyond the barrier. At 10:30 a. m. the schooner's captain was brought on board the flag-steamer a captive. His vessel was a coal schooner of the enemy, which mistook our gunboats for those of the rebels. At 2:50 p. m. the flag of the Redstone Point battery was brought on board flag-steamer by an officer of the *Commodore Perry*. In the morning a deserter from the rebel steamer *Fanny* was brought on board. He made his escape the previous night in a small boat from Elizabeth City and gave valuable information. At 3 p. m. Commander Rowan left for Elizabeth City with the *Delaware*, *Underwriter*, *Valley City*, *Louisiana*, *Hetzel*, *Lockwood*, *Seymour*, *Morse*, *Shawsheen*, *Brinker*, *Perry*, *Ceres*, and *Whitehead*, to destroy the enemy's gunboats and break up canal communications between the North and Albemarle Sound.

Monday, February 10.—Between 9 and 10 a. m. firing was heard in the direction of Elizabeth City. At 1:45 p. m. General Burnside came on board. At 2:25 p. m. the *Southfield* made signal, "I see the smoke of a steamer N. W." On examination smoke, as of vessels or houses on fire, could be seen in the direction of Elizabeth City. In the p. m. an army expedition was dispatched to Nag's Head. At 10:07 p. m. our private night signal was burned in the northwest direction, indicating the return of one of our vessels from Elizabeth City. At 10:40 p. m. the *Ceres* came alongside flag-steamer and announced the complete success of the expedition, the enemy's steamers *Sea Bird*, *Fanny*, *Forrest*, and *Accomac* being either sunk by collision or burned by the enemy, the times of the engagement and burning coinciding with our observations of the morning. The enemy's steamer *Ellis* was captured; and it was thought that the enemy's steamers *Beaufort* and *Raleigh*, both having received shots, had made their escape up the canal, which had been obstructed by the enemy by the destruction of a lock about 30 miles above Elizabeth City. Our forces took possession of and destroyed a fort mounting 4 guns and a schooner mounting 1 gun, which had been used in the effort to oppose the advance on the enemy's vessels. We lost two or three killed and about a dozen wounded. The enemy's loss in killed, wounded, and prisoners was large. The news was communicated to General Burnside at once.

Tuesday, February 11.—General Burnside went on board flag-steamer at 4:30 a. m. with his dispatches to General McClellan, and again at 9 a. m. with Mr. L'Amy, who was to carry his dispatches. At 11 a. m. this gentleman, together with Mr. Van Brunt, secretary to the flag-officer and bearer of his dispatches to the Navy Department, went on board *Stars and Stripes*, which at 11:30 a. m got underway, bound for Old Point Comfort via Hatteras Inlet.

(Rough notes taken in the absence of Mr. Van Brunt.)

Tuesday, February 11.—Steamer *Morse* and captured steamer *Ellis* arrived from Elizabeth City with 40 prisoners. *Southfield* went over to Fort Forrest on Redstone Point and completed destruction and took possession of ordnance. In the evening a flag of truce came to

General Burnside from General Wise to obtain the body of his son, killed in the engagement of the 8th instant. In returning, General Burnside proposed an exchange of prisoners.

Wednesday, February 12.—The *Ceres* returned for repairs from Elizabeth City, to which she had been again dispatched the previous day. Twenty contrabands came in. The *Morse* went back to Elizabeth City with the 40 prisoners, released from parole, on board.

Thursday, February 13.—Flag-officer and staff on shore.

Saturday, February 15.—Mail arrived in the morning from the North. Steamer *Underwriter* arrived from Elizabeth City. In the afternoon steamers *Delaware* and *Shawsheen* arrived and reported the results of an expedition to North River and the obstruction by the enemy of the Albemarle and Chesapeake Canal.

Sunday, February 16.—*Valley City* arrived in the evening from Albemarle Sound.

Monday, February 17.—Lieutenant Franklin detached from the *Hetzel* and placed in command of the *Ellis*.

Tuesday, February 18.—*Delaware*, *Hunchback*, *Morse*, *Perry*, and *Barney*, under the command of Commander Rowan, with Hawkins Zouaves, left for the Chowan River and Winton.

Wednesday, February 19.—Army steamer *Union*, with two launches and a battalion of soldiers, all under command of Lieutenant Commanding Jeffers, left for Currituck Sound to reconnoiter and destroy salt works. Army steamer *Baltimore*, with coal schooner in tow, arrived.

Thursday, February 20.—*Brinker* arrived from Hatteras Inlet. Army steamer *Spaulding* and the other army steamers left for Elizabeth City with prisoners to be released. The expedition of Lieutenant Commanding Jeffers returned from Currituck Sound.

Friday, February 21.—*Lockwood* arrived. Army steamer *Baltimore* left for the North with mail. *Louisiana* arrived from Edenton. *Delaware* ditto.

Saturday, February 22.—*Putnam* left at daybreak for Hatteras Inlet.

Sunday, February 23.—*Ceres* left at daybreak for Hatteras Inlet. *Southfield* and *Ellis* left for Elizabeth City. Army steamer *Spaulding* left in the afternoon for Old Point Comfort, via Hatteras Inlet.

Monday, February 24.—*Stars and Stripes*, at 8:30 a. m., arrived from the North. In her company arrived the *Shawsheen*, from the inlet, with a convoy of two army steamers and six schooners. Mr. Van Brunt, secretary to flag-officer, brought on board dispatches from Washington for flag-officer and General Burnside.

(Rough notes resumed by Mr. Van Brunt.)

Monday, February 24.—*Shawsheen* sent up to Elizabeth City. *Ellis* returned from ditto.

Tuesday, February 25.—*Putnam* and *Ceres* returned from Hatteras Inlet.

Wednesday, February 26.—Schooner *Charles S. Carstairs* chartered for ordnance store vessel, and Acting Master [Francis S.?] Wells placed in charge of ordnance, his steamer, the *Seymour*, having run on an anchor at Hatteras Inlet on the 20th instant and sunk, a total loss, her machinery, ordnance, etc., being saved. General Burnside came on board flag-steamer in the afternoon.

Thursday, February 27.—At 11:05 a. m. signalized to *Stars and Stripes* and to *Louisiana* to get on board provisions for sixty days. Mail arrived from the North.

Friday, February 28.—In the morning the *Stars and Stripes* and *Valley City* left to cruise and blockade at the southern end of Pamlico Sound. At 2 p. m. the *Louisiana* left for Albemarle Sound and Elizabeth City. At 2:45 p. m. flag-steamer signalized to *Delaware*, asking if she was ready for sea. *Delaware* answered, "Yes; shall I get underway?" Reply, "No."

Saturday, March 1.—At 2 p. m. the *Commodore Barney* left to report to Lieutenant Commanding Werden in Pamlico Sound, off Neuse River. At 4:50 p. m. Generals Burnside and Foster came on board flag-steamer.

Sunday, March 2.—At 7:45 a. m. army steamer *Chancellor Livingston* arrived with schooner in tow. At 9:45 a. m. *Delaware* signalized, "I am ready for sea." She went southward in the morning. At 12:15 the army steamer *Alice Price* came alongside flag-steamer with the generals on board. Captains Case and Rowan got on board and the steamer proceeded to Oregon Inlet to sound and examine there. In the morning early the *Putnam* went down to the inlet with carpenters to wreck the *Seymour*, etc. At midnight the *Alice Price* returned, the surveying party having been unsuccessful.

Monday, March 3.—General Foster, who spent the night on board, went on shore at 10:30 a. m. with flag-officer. At 12:15 the *Delaware* hove in sight, returning from Hatteras Inlet. She made signal, "I carry the mail." At 1:45 p. m. the *Perry* and *Ellis* left for Elizabeth City. At 1:45 p. m. the *Lockwood* also left for Elizabeth City. At 5:15 p. m. the flag-officer and Captain Case returned on board flagship.

Tuesday, March 4.—At 12:50 the *Delaware* left for Hatteras. At 2:15 p. m. the flagship made signal, "An opportunity offers to send letters home to-morrow morning."

Wednesday, March 5.—At 10:10 a. m. flagship made signal, "Send letters on board." The army steamer *Picket* came in from Pamlico in the morning. The *Lockwood* came down from Albemarle Sound at 6 p. m.

Thursday, March 6.—At 4:30 p. m. the army steamer *Picket* went up into Albemarle. At noon the steamer *Perry* left for the North with a mail. *Brinker* went down into Pamlico Sound.

Friday, March 7.—At 5:25 p. m. the *Delaware* came in from Pamlico Sound with two schooners in tow, prizes taken near the mouth of the Pamlico River.

Saturday, March 8.—At 10 a. m. the *Lockwood* left for Elizabeth City. At 11:35 a. m. the *Southfield* came in from Elizabeth City. At 1:30 p. m. the *Delaware* left to go down into Pamlico Sound. At 11 a. m. General Foster, with a brigade of troops on the army steamers *Pilot Boy*, *Picket*, *Alice Price*, and *Virginia*, left for Columbia, on the Scuppernong River, to reconnoiter, give assistance to Union inhabitants, etc. At noon the *Whitehead* went north to Albemarle Sound. At 5:20 p. m. the *Commodore Barney* made her number, coming up from Pamlico Sound, followed by the *Putnam*.

Sunday, March 9.—The *Shawsheen* arrived from North River, Albemarle Sound, early in the morning. At 12 the *Ceres* returned from Pamlico Sound. At 5:15 p. m. the *Louisiana* returned from Albemarle Sound with Commander Case on board, reporting very heavy firing and an explosion in the direction of Hampton Roads on the afternoon and night of March 8. (The same indistinctly heard at Roanoke Island.) In the afternoon General Foster returned from Columbia with his brigade. The *Ceres* and *Putnam* went down into Pamlico Sound in the a. m.

Monday, March 10.—At 10:30 a. m. the mail arrived from the North. The embarkation of troops for a movement against New Berne was completed in the morning. The *Shawsheen* went up to Albemarle Sound in the morning. At about noon the *Underwriter*, *Southfield*, *Hetzel*, *Commodore Barney*, and *Hunchback* went down into Pamlico Sound as an advance guard of gunboats. At 4 p. m. the *Ceres* arrived from Pamlico Sound. At 5:45 the *Louisiana* came from Pamlico Sound. At 7:30 the *Delaware* came up from Pamlico Sound.

Tuesday, Mach 11.—At daylight the flag-steamer *Philadelphia* got underway, and at 8 a. m. passed through the marshes into Pamlico Sound, followed by the *Delaware* and *Morse*. The *Commodore Perry* arrived from Albemarle Sound at daybreak and joined the party moving southward. The fleet of General Burnside also got underway and followed the flag-steamer. At 8:30 a. m. the *Delaware* was sent ahead to Hatteras Inlet to bring two coal vessels over the bar and tow them to the mouth of the Neuse River. At about 1 p. m. the *Stars and Stripes* hove in sight, making for the flag-steamer. At 1:20 p. m. Lieutenant-Commander Werden came on board from the *Stars and Stripes* with dispatches and orders for the flag-officer to proceed immediately to Hampton Roads, in consequence of an action between the *Merrimack* and the other vessels of the enemy and the *Minnesota*, *Congress*, *Cumberland*, *Monitor*, etc., on the 8th and 9th of March, coinciding in time with our observations on those days. The flag-officer, Commander Case, Lieutenant Commanding Jeffers, and Mr. Van Brunt, secretary, left Hatteras Inlet for Hampton Roads in the p. m.

Letter of congratulation and commendation from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

NAVY DEPARTMENT, *February 14, 1862.*

SIR: Your dispatches of the 9th and 10th instant, by the hands of your private secretary, communicating the great success that has thus far attended the expedition into the waters of North Carolina, were received this morning, and I hasten, in the name of the President, to thank you for the service you and the brave men connected with you have rendered the country. These successful achievements of our navy and army in North Carolina come to swell the current of cheering tidings that reach us from the West, where the gallant Foote, with his flotilla, has cooperated with the army in a successful demonstration against the rebel forces in Tennessee. Our brave and patriotic men on the coast and in the interior are earning a debt of lasting gratitude from this country. The hearts and best wishes of the nation have been with you through the long trials you have endured, and most sincerely do we rejoice with you on the success which you have obtained.

In congratulating you and the officers and men of your command the Department would also extend congratulations to General Burnside and the Army.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Letter of congratulation from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

NAVY DEPARTMENT, [*February 15, 1862.*]

DEAR COMMODORE: Glory again to our arms through your skill and judgment. From every quarter comes victory complete and overwhelming. Price is utterly routed in Missouri. I would write in full, but the world is on top of us to-day.

Remember me most kindly to your brave officers. Your name goes up to-day to fix you on the active list.

Yours,

G. V. FOX.

[Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.]

Report of Flag-Officer Lynch, C. S. Navy, commanding naval defenses of North Carolina and Virginia.

PETERSBURG, VA., *February 18, 1862.*

SIR: I have the honor to report that the enemy on the 7th instant, at 10:30 a. m., made an attack upon the squadron under my command and the battery at Pork Point, Roanoke Island. His force consisted of from 80 to 100 sail, of which 22 heavy steamers and 1 tug constituted the attacking force. This last division was again subdivided, one portion assailing us and the other the battery; but whenever we approached too near, the fire of the whole, except two or three close inshore, would be concentrated upon us. As his force was overwhelming, we commenced the action at long range, but as our shells fell short, whilst his burst over and around us, we were eventually compelled to lessen the distance.

The fight lasted continuously until 5 p. m., when the enemy withdrew for the night. The soldiers in the battery sustained their position under a terrific fire with a gallantry which won our warmest admiration. At times the entire battery would be enveloped in the sand and dust thrown up by shot and shell, and yet the casualties were only 1 man killed and 3 wounded. The earthwork, however, was very much cut up, but doubtless repaired during the night. I deem it proper to say thus much of the battery, because, in all probability, this communication will reach you before intelligence is received from the appropriate official source.

Repeatedly in the course of the day I feared that our little squadron of seven vessels would be utterly demolished, but a merciful Providence preserved us. Master Commanding Hoole, of the *Forrest*, received a wound in the head which was at first pronounced serious, if not mortal, but I trust that this promising young officer, who so bravely fought his ship, will be spared to the service. Midshipman Camm, acting as executive officer of the *Ellis*, had his left arm shot off, and the right arm of Seaman Ely, of the *Curlew*, was fractured. These, with three others slightly wounded, constitute the sum of our personal casualties. Our physical ones were serious. About 2:30 p. m. a heavy shell perforated the deck of the *Curlew*, passed through the magazine, and, driving out one of the iron plates of which her bottom consists, caused her to fill so rapidly as to make it necessary to run toward the shore, near which she sunk. About the same time the *Forrest* was disabled

by the displacement of her propeller. We received other injuries from shot and shell (one of the latter passing through the flagship, but above the water line), but none of a serious character.

With the exception of the vessels named, we could have been prepared for action the ensuing day, if we only had ammunition; but I had not one charge of powder nor a loaded shell remaining, and few of the other vessels were better off. In common prudence, I should, perhaps, have reserved some for contingencies, but the battery was so sorely pressed that I felt bound to annoy its assailants as much as possible. During the latter part of the engagement, when our ammunition was nearly exhausted, I sent to the upper battery for a supply, but ten charges were all that could be spared.

While recovering the rifled gun and other articles of value from the wreck of the *Curlew*, I sent Lieutenant Commanding Parker with the *Beaufort* to the upper battery with a note for the commanding officer on the island, informing him of our shortness of ammunition and of my intention to proceed to Elizabeth City, 35 miles distant, for a supply, and return immediately.

I felt sure that Pork Point battery could hold out, and earnestly hoped that, profiting by the mistake at Hatteras, the enemy, who had landed on a point of marsh, would be attacked and defeated during the night. With this conviction and in this hope, with the *Forrest* in tow, I proceeded with my little squadron to Elizabeth City for ammunition, but finding only a small quantity there, dispatched Commander Hunter express to Norfolk for it.

There were reasons for retiring on Norfolk, had I known that very little ammunition could be procured at Elizabeth City. But even had I known it, the desertion of that town, situated near the head of the Dismal Swamp Canal, would have been unseemly and discouraging, more particularly as I had urged the inhabitants to defend it to the last extremity.

In the conflict of the 7th instant Commander Hunter, Lieutenants Commanding Cooke, Parker, and Alexander, and Masters Commanding McCarrick, Tayloe, Hoole, and Harris bravely sustained the credit of the service, and the other officers and most of the crews of the vessels were scarce less zealous than their commanders. To Commander Hunter and Lieutenants Commanding Cooke and Parker I am particularly indebted.

Lieutenant Commanding Simms was absent on detached service, and only returned at the close of the conflict, but exhibited such an eagerness to participate as to give assurance that if gratified he would have upheld his high reputation.

Having procured fuel and ammunition sufficient for two steamers, I left Elizabeth City in the *Sea Bird*, with the *Appomattox* in company, on the 9th instant for Roanoke Island with the purpose of rendering what assistance we could. At the mouth of the river we met a boat, from which we learned that our forces on the island had capitulated. We then continued on in the hope of rescuing the men stationed at the Croatan floating battery, but were forced to retire upon the appearance of a division of the enemy's fleet, steering toward the river.

Immediately upon our return I sent an express to General Henningsen and distributed the ammunition between the *Sea Bird*, *Ellis*, *Appomattox*, *Beaufort*, *Fanny*, and the schooner *Black Warrior*, the gunboats forming in line of battle abreast across the river, a little above the fort, and the schooner moored parallel with and close to the eastern shore,

opposite to Cobb's Point battery, the latter consisting of four smooth-bored 32-pounders. The *Curlew*, our largest steamer, had been sunk during the engagement off Roanoke Island; the *Forrest* was on the ways in Elizabeth City, undergoing repairs, and the *Raleigh* I had the day before sent up the canal to expedite forwarding ammunition from Norfolk. Shortly after daylight on the 10th the enemy appeared in sight, and it was reported by the lookout that he was landing troops below. I immediately went to the battery to arrange for its defense, and found it ungarrisoned, in charge of a civilian and seven militiamen. As the battery was our principal reliance, and the enemy must pass it before reaching the gunboats, I determined to defend it in person, and sent for Lieutenant Commanding Parker, of the *Beaufort*, to bring on shore his ammunition, officers, and crew, leaving only sufficient of the latter to take that vessel up to the canal. We at first manned three of the guns with the aid of the militiamen, but they speedily deserted, and we fought with only two 32-pounders.

The enemy advanced very boldly and, contrary to my expectation, instead of taking position as he did at Roanoke Island for the purpose of shelling out the battery, he continued to press on; in one hour and five minutes succeeded in passing it, and, with full complements of men, closed upon our half-manned gunboats.

The commanders of the latter were instructed, when their ammunition failed, to escape with their vessels if they could; if not, to run into shoal water, destroy the signal books, set fire to the vessels and save their crews.

The *Appomattox* succeeded in making her escape; the *Sea Bird* was sunk in the action; the *Ellis* was overpowered and captured, and the *Fanny* ran aground and set on fire by her commander, who brought her crew safely ashore.

By the capture or destruction of the gunboats the enemy gained positions to enfilade the battery (the guns of which could no longer be brought to bear), bringing the magazine in their line of fire, and as further resistance would have availed nothing, the town being at their mercy, the guns of the battery were carefully spiked and the officers and men deliberately withdrawn.

The *Forrest*, in obedience to my orders, was burned by her officers before leaving Elizabeth City; the *Ellis* was captured; the *Beaufort*, *Raleigh*, and *Appomattox* escaped; the *Fanny* was set on fire and blew up; and the flagship was sunk, so that of our little squadron of gunboats, the *Ellis* (next to the *Forrest* the most indifferent one) alone fell into the hands of the enemy. Of casualties, I regret to say that Acting Midshipman Jackson and 1 seaman of the *Ellis*, and Seamen Ballance and Bragg of the *Sea Bird*, were killed, and 1 seaman of the *Ellis* and Third Assistant Engineer Henderson and 4 seamen of the *Sea Bird* were wounded.

The officers exhibited great gallantry, but were not universally sustained by their men, for some of them, being raw recruits, shrunk from a hand-to-hand encounter with a greatly superior force. Until better informed I can not particularize the conduct of the officers afloat, but will do them full justice in a future communication.

Lieutenant Commanding Parker, Acting Master Johnson, and Acting Midshipmen Gardner and Mallory were with me in the battery, and by cool intrepidity sustained the confidence I placed in them. To Lieutenant Commanding Parker I am specially indebted, as well for his brave deportment in battle as for the judicious manner he conducted upward

of 50 officers and men from Elizabeth City to Norfolk. Mr. Hinrick, the civilian whom we found in charge of the battery, stood by us to the last, and deserves to be gratefully remembered.

I have the honor to be,

WM. F. LYNCH,
Flag-Officer, Comdg. Naval Defenses of North Carolina and Virginia.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond.

Report of Lieutenant Cooke, C. S. Navy, commanding C. S. S. Ellis.

WARRENTON, N. C., *April 16, 1862.*

SIR: In consequence of being wounded in my right arm, and unable to write, I have until now deferred making out to you my official report of the engagements of the 8th [7th] and 11th [10th] of February:

That of the 8th [7th], at Roanoke Island, commenced about 10:30 a. m., at long range. At 2 p. m., finding all of my ammunition expended, I obtained your permission to be supplied from the *Forrest.* As I procured that, she had dropped out of the enemy's range in a crippled condition. I very soon expended all that she had, and soon after the *Curlew* becoming disabled and in a sinking condition, I was again supplied from her, and renewed the attack. At about 4:30 p. m., as we were retiring from the engagement, the firing having generally ceased, Midshipman Camm, the second in command, had his left arm taken off just below the shoulder by a Parrott shell. He had fired his eighty-fourth round when wounded, and I can not speak too highly of this efficient and meritorious officer, who had bravely performed his duty throughout the action. I then, by your order, went to the assistance of the *Curlew* to remove ordnance and ordnance stores, etc., to the schooner *Black Warrior*, for the purpose of falling back to Elizabeth City, where we arrived on Saturday morning, and where we were attacked on Monday, the 11th [10th], by the Federal gunboats by an overwhelming and overpowering force. In consequence of the width of the river, the enemy were enabled to run down upon us with his entire force, numbering, I think, 14 gunboats, and any one of which was superior to ours, and of a heavier metal. Being surrounded and boarded by two of the enemy's vessels, and having made every possible effort to resistance, and seeing that further resistance was useless, I gave the order to blow the vessel up, which was prevented by one of my negro coal heavers discovering it and betraying it to the enemy. I also gave the order for the men to save themselves, if possible, we being very near the shore, one of the gun's crew being killed and several wounded. The rest left the vessel, and, in endeavoring to make their way to the shore, Midshipman Jackson, the second in command (who came on board in the place of Mr. Camm) was wounded, and died in twenty hours on board one of the Federal vessels. Several of the men were also wounded in the water, one, I believe, mortally, William Walker, ordinary seaman.

Midshipman Jackson was a meritorious and promising officer, and the country has sustained a loss in his death.

I must here speak of the efficient services of Mr. Knight (rated as fireman, but performing the duties of boatswain, gunner, and watch officer); Mr. Mayo, the pilot; also Mr. Bagley, the clerk, and the crew, all of whom performed their respective duties with promptness and efficiency.

After the surrender, I am sorry to say that the two negro coal heavers and the steward, as also one or two of the men from the *Sea Bird*, deserted to the enemy, when called upon in my presence to take their parole.

Very respectfully, your obedient servant,

J. W. COOKE,
Lieutenant, Commanding Ellis.

Flag-Officer W. F. LYNCH,
Commanding Virginia and North Carolina Naval Defenses.

Testimony of Lieutenant Loyall, C. S. Navy, before the special committee of the Confederate Congress appointed to enquire into the causes and circumstances of the capitulation of Roanoke Island.

THURSDAY, *March 13, 1862.*

The committee met pursuant to adjournment. Present the same members as on yesterday.

Lieutenant BENJAMIN P. LOYALL, C. S. Navy, another witness, having been duly sworn, was examined and testified as follows:

First question. What connection, if any, had you with the preparation for, or the conduct of, the defense of Roanoke Island? State, from the beginning, all you may know in relation to those preparations or that defense, giving all the facts tending in your opinion to throw light upon the causes of the disaster which befell our arms at that place on or about the 8th of February last.

Answer. On the 9th of January, 1862, I received orders from Major-General Huger, under whose command the island had then recently been placed, to proceed in company with Captain John S. Taylor, Provisional C. S. Army, and report to the senior officer at Roanoke Island for duty in the batteries there. We reported to Colonel Shaw on the 11th January, and he at once issued orders offering us every facility for the discharge of our duties. Captain Taylor at once decided that I should take charge of the instruction and drill of the troops at the heavy artillery in Forts Bartow and Blanchard. Major Hill, of C. S. Provisional Army, was in command of Fort Bartow. Captain Taylor reserved the instruction and drill at Forts Huger and Forrest.

1. Fort Bartow is the southernmost of the defenses on the west side of the island. It was a sand fort, well covered with turf, having 6 long 32-pounder guns in embrasure, and when I got there had 1 gun, a rifled 32-pounder, in barbette on the left. At that time the fortification on its left flank did not extend to the swamp, which passed some 40 feet in its rear, and was therefore exposed to be enfiladed from the beach below, to remedy which, as was apparent to every one, it was necessary to extend the parapet so as to meet the swamp. This was done, and 2 additional 32-pounders were placed upon the extension in barbette. We also found it necessary to reconstruct the magazine at Fort Bartow to avoid leakage.

2. Next in order, on the same side and about 2½ miles from Bartow, is Fort Blanchard, a semicircular sand fort, turfed, and mounting 4 32-pounders in barbette. This was an excellent little fort and was not altered by us.

3. Next on the same side, and about 1,200 yards from Blanchard, is Fort Huger. This is a turfed sand fort, running along the line of the beach and closed in the rear by a low breastwork, with a banquette for infantry. It contained 8 32-pounder guns in embrasure, 2 rifle 32-pounders in barbette on the left, and 2 smooth 32-pounders in barbette on the right.

These were the only fortifications that I visited while on the island, until after the action, when I saw the redoubt at which the fight of the 8th took place. While I was on the island, and until within two weeks before the attack, there was not more than 18 rounds of powder to a gun in any of the forts.

In addition to these defenses on the shore and on the island, there had, when I got there, been commenced, about the 7th of January, a barrier of piles extending from the east side of Fulker's Shoal toward the island. This work went on, but very slowly, all the time I was there. Its object was to compel vessels passing on the west side of the island to approach within reach of the shore batteries. Up to the time of the attack, there was a space of about 1,700 yards still left open opposite

Fort Bartow. A short time before the attack they began to sink vessels and to drive piles on the west side of Fulker's Shoal, with a view to obstruct a channel between that shoal and the mainland—about the 1st of February.

I understood this work was under charge of Lieutenant Selden, who had very insufficient means at his command to carry on the work, and I believe both the position and the plan of the work were in opposition to his views. He wished to place the obstruction at such a point higher up as to bring the enemy under fire of the forts above as well as of Fort Bartow, and to make it stronger by increasing the number of piles and placing them nearer together. I know that Lieutenant Selden was acting under orders from General Wise.

The guns and equipments were all of good quality and in good condition, and before the attack the ammunition was increased from Norfolk to 28 rounds for each gun—I mean of powder; there were large quantities of shot. There were no means of heating shot in any battery except Fort Huger, where there was one furnace, out of order, or of no account. I concur in the general account given by Lieutenant-Colonel Fowle as to the number and distribution of the troops at the time of the attack, so far as they manned the batteries.

The piles driven by Lieutenant Selden were driven by means of a very inefficient pile driver, sent from the navy yard at Norfolk.

On the morning of the 6th of February a gun was fired from one of the vessels of our fleet, which proved to be a signal that the fleet of the enemy was in sight to the southward. I went at once to Fort Bartow, and by noon discovered that the enemy's force was at anchor about 8 miles off, numbering about 75 or 80 sail. They had been discovered by our fleet early in the morning, but a fog came on which prevented us from learning certainly whether they were in force, until about noon. I at once made the fact known to Colonel Shaw and learned from him that he had already sent to General Wise information of the appearance of the enemy in the morning.

On the morning of the 7th we observed the enemy still at anchor, and at 10 o'clock, the usual hour for drill, the men were sent to the guns in Fort Bartow for instruction. About half past 10 there was a movement among the ships of the enemy, and it soon became evident that they were advancing their gunboats in full force. They came up the channel, and the foremost ships opened fire with their rifle guns about 11 o'clock, directing their fire toward Fort Bartow and toward our vessels, which were lying above the pile barrier, drawn up for action. By 11:30 o'clock the action became general between the enemy's gunboats on the one side and our fleet and Fort Bartow on the other. The only guns at Fort Bartow that would bear upon the enemy were three barbette guns and, for a short time, the left embrasure gun. As soon as they discovered that the embrasure gun was in range, they withdrew out of its reach. Shortly after 1 o'clock our fleet withdrew to the northward out of the range of the rifle guns of Fort Huger, which opened upon the enemy about that time, firing about ten shots; but finding their guns would not reach, this fire was discontinued. From that time to 4 o'clock the whole force of the enemy's attack was directed against Fort Bartow. Their endeavor was to approach so near the shore, south of the fort, as to enfilade, in which attempt they were invariably driven off. About 4 o'clock it became evident that the enemy were landing troops near Ashby's Landing. The action was continued until night, when the enemy withdrew out of range of our guns, having done no serious damage to Fort Bartow, and having killed 1 man and wounded 3, and destroyed the winter quarters of the battalion.

Lieutenant Talcott very promptly repaired all the damage done to the parapet and magazine, and the ammunition was replenished from Fort Huger to the full extent of that with which we had begun the action.

On the following morning, Saturday, 8th, the battery was manned before daylight, a vigilant lookout having been kept up all night. The enemy showed no disposition to engage the battery, but their light steamers were busily employed in landing troops near Ashby's. About 7 o'clock we distinctly heard rapid and continuous musketry firing in the interior of the island, and were convinced that they had attacked our forces at the redoubt. There was an incessant firing of musketry and of light artillery until about 11 o'clock. About 9 o'clock we discovered coming down from the northward five or six schooners in tow of a tug. Six gunboats of the enemy started out from their fleet with the evident intention to cut off these schooners. We opened fire upon these gunboats, which completely stopped their advance. This brought on an action of an hour and a half between Fort Bartow and ten of the enemy's fleet, and we saw the transports arrive safely at the north end of the island. These transports came from Elizabeth City and had on board Green's battalion of the Wise Legion.

After 11:30 o'clock there was no more firing from Fort Bartow, the enemy keeping entirely beyond range. Between that and 12 o'clock an officer dispatched by Colonel Shaw arrived at Bartow with information that Colonel Shaw had been defeated and that he thought it necessary to abandon the fort, as we would soon be cut off in the rear. This was the first information we had as to the result of the battle on shore, and the battery at that time was in as good fighting condition as ever. Major Hill

directed upon consultation that the guns should be as much disabled as possible in the time we had, and the ammunition destroyed, which was accordingly done, after which we abandoned the battery. Major Hill marched his battalion to the encampment of the Eighth Regiment, North Carolina, while I, in company with Captain Taylor, proceeded to Forts Blanchard and Huger, thinking perhaps Colonel Shaw intended to make a stand somewhere else on the island and that we should receive the attack of the fleet in the other forts. While awaiting further instructions at these forts, orders were received from Colonel Shaw to spike the guns and destroy the ammunition, which was done and the forces withdrawn to the camp of the Eighth Regiment, where the surrender was made by Colonel Shaw.

To Mr. GAITHER:

During the action of the 7th at Fort Bartow, Colonel Shaw came to the fort, accompanied by Lieutenant Talcott, C. S. Army, through a heavy fire of shot and shell, a most dangerous undertaking; this was about 11:45 a. m. He remained in the battery, doing all in his power to encourage and assist the men at the guns, and was induced to leave only by the discovery that the enemy were landing their troops. He left with the purpose to make arrangements to meet the emergency, and in leaving again passed through the most dangerous ground near the battery. The deportment of the men in Fort Bartow was in the main calm and cool and determined; I think remarkably so in view of the fact that they were wholly unused to such scenes.

To the best of my knowledge, in the five weeks I was on the island, General Huger was never there, and General Wise only once for about forty-five minutes or an hour.

To Mr. LEWIS:

The usual time occupied in going from the island to Norfolk is about twenty-four hours. It could be done by express, using boat to Elizabeth City and horses to Norfolk, in twelve hours. To the best of my knowledge and belief, no provision was made for sending regular or express messages between the two points. There were two small steamers in the service of the quartermaster's department at Norfolk, which came perhaps once a week between the island and Norfolk, and when at the island were used under orders of the officer in command for the purposes of his command. The trips of these steamers were made according to the requirements of the quartermaster's department and without any regularity as to time. There was also semi-weekly a sailing schooner to Elizabeth City. I have been regularly educated as a naval officer in the service of the late United States; have been in service thirteen years. From the time I went to the island we all had a kind of belief that Burnside's expedition was threatening North Carolina, but we had a hope that he would not come to Roanoke Island. On 25th of January we heard of the disaster the expedition had met with at sea and that it was certainly within the sound, and from that time I expected an attack on Roanoke Island, and such, I think, was the expectation of those associated with me.

It is my opinion and belief that the island, with the defenses and the forces upon it at the time of the attack, could not have been maintained against the force of the enemy. The batteries, I believe, could have been held against a naval attack, but the forces on the island were not sufficient to repel a land attack by such a force; and the island could, I think, have been reduced without either a land or naval attack by simply surrounding it and cutting off its supplies, for the obstructions in the channel were, in my opinion, wholly inefficient.

I doubt whether the means could have been combined by the Confederacy or the State of North Carolina, or both, to make this island tenable against the force of the enemy after the 25th of January, 1862.

And further saith not

B. P. LOYALL,
Lieutenant, C. S. Navy.

Sworn to before me.

B. S. GAITHER,
Chairman.

Report of Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, of the arrival of that vessel at Baltimore for repairs.

U. S. S. ALBATROSS,
Baltimore, February 7, 1862.

SIR: I have the honor to report my arrival here in this steamer for repairs. To-day I shall discharge my powder at Fort McHenry and

proceed to Federal Hill [Md.], giving the repairs of hull and engine into the hands of the carpenter and engineer appointed by the Department for that duty, whose orders supersede mine from Captain Marston.

In coming up under the pilotage of my sailing master (who is an old shipmaster and trader at this port), we grounded twice, but I believe received no injury.

I am, sir, very respectfully, etc., your obedient servant,

GEO. A. PRENTISS,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, transmitting report of the commanding officer of the U. S. bark Fernandina of the boarding of the schooner Fanny Lee.

U. S. STEAM FRIGATE ROANOKE.
Hampton Roads, February 7, 1862.

SIR: I have the honor to report that the bark *Fernandina*, Acting Volunteer Lieutenant Browne, arrived last evening, and I herewith enclose his report.

She will be provisioned again immediately and sent back to her station.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. BARK FERNANDINA,
Hampton Roads, February 7, 1862.

SIR: I have to report that on the 3d of February, instant, in latitude 35° 28′ N., longitude 75° 22′ W., by account, boarded the schooner *Fanny Lee*, hailing from Nassau, New Providence, on stern, flying English colors, and bound for Kingston, Jamaica.

The boarding officer, John R. Dickinson, from the irregularity of her papers and from observations in respect to the illegality of her voyage by the crew, considered it his duty to make prize of her; he thereby formally took possession and hauled down her flag.

I ordered the captain of the schooner on board the *Fernandina* with his papers, from which it appeared she had of late been a prize to the U. S. frigate *St. Lawrence*, and the case was now in adjudication in the U. S. court at Philadelphia, but had been released by the court on payment of her appraised value, $1,200. A receipt, with the seal of the court attached, and signed by the clerk, was the only evidence of her release. She had a clearance from the custom-house (with a seal), signed in due form, but the paper itself bore a suspicious appearance, having no specification of cargo, but word "sundries" being inserted only.

A British consulate certificate, accompanied by a statement that her papers were withheld by the U. S. court, and a description of vessel in place of register, wherein was stated that the vessel was built and belonged in Beaufort, N. C., and there was no evidence amongst her papers of transfer, excepting the consular statement, which attributed the ownership to Mr. Kelly Clements, an English subject.

She had no manifest of cargo (excepting the bills of lading, which called for beef, pork, flour, lard, butter, cheese, and candles), and the captain could give no reason for not being provided with one.

She had a charter party for a cargo to Kingston, Jamaica, at the rate of $1.10 per barrel, part to be paid at Jamaica and the balance in New York. The contract looked suspicious, and it is my firm belief it was a fictitious one, gotten up to cover her illegal character and to evade the cruisers of the United States. The name on her stern was spelled "Fanny," but in the consular description of vessel it was spelled "Fannie."

The circumstances and suspicious appearance of her papers, I felt, justified me in taking the vessel, but the apparent regularity of her custom-house clearance made it imperative on me to let her proceed.

Captain I. J. Fritszinger stated to me that he belonged to Cape May, but the crew stated that both he and the mate belonged to Beaufort, N. C., and he himself stated the former cargo belonged to self and wife.

Having hoisted her colors and placed the vessel again in the possession of the captain, we parted company.

I am, very respectfully, your obedient servant,

GEO. W. BROWNE,
Acting Volunteer Lieutenant, Commanding.

JOHN MARSTON, U. S. Navy,
Captain and Senior Officer, Hampton Roads, Virginia.

Report of Acting Master Dickinson, U. S. Navy, executive officer U. S. bark Fernandina, stating his reasons for the seizure of the schooner Fanny Lee.

U. S. BARK FERNANDINA, *At Sea.*

I, the executive officer, seized the schooner *Fanny Lee*, from Philadelphia, bound to Kingston, Jamaica, with a general cargo of stores on board, for several reasons. In the first place, the vessel had once been seized by the U. S. frigate *St. Lawrence*, in the Gulf of Mexico, with a cargo of rice and tobacco on board. The vessel had been bonded in the United States court, but the papers had only the clerk's signature and not the judge of the court.

In the next place, she had no register, manifest, or transfer bill of sale. The same captain has commanded her for some time, and on the above irregularity of her papers I seized her as a prize until she was cleared by Acting Volunteer Lieutenant Commanding George W. Browne.

JOHN R. DICKINSON,
Acting Master, U. S. Navy.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, transmitting list of vessels and their stations of the North Atlantic Blockading Squadron.

U. S. S. ROANOKE,
Hampton Roads, February 7, 1862.

SIR: In compliance with your wishes I herein enclose a complete list of all the vessels belonging to the North Atlantic Blockading Squadron as far as has come to my knowledge, and also the stations they occupy at this date.

I feel with yourself the importance that there should be no unnecessary delay at Hampton Roads, and when vessels come in for supplies every exertion will be made to return them to their station at the earliest possible day.

You will see that the *Perry* and *Barney* are both at Hatteras Inlet.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

List of vessels (and their stations) of the North Atlantic Blockading Squadron, February 7, 1862.

Vessel.	Station.	Vessel.	Station.
Minnesota	Hampton Roads.	Gemsbok, receiving stores, etc., for.	Beaufort, N. C.
Roanoke	Do.	Daylight	York River.
Brandywine	Do.	Young Rover	Rappahannock.
Congress	Newport News.	Mystic	Do.
Cumberland	Do.	Dawn, gone for new boiler to	New York.
Cambridge	Off Cape Henry.	Granite, sloop	Chincoteague Inlet.
Roman, coal ship	Hampton Roads.	Louisiana	Hatteras Inlet.
C. Phelps, coal ship	Do.	Stars and Stripes	Do.
Badger, coal ship	Do.	Underwriter	Do.
Ben Morgan, hospital	Do.	Delaware	Do.
Young America, tug	Do.	Valley City	Do.
Cohasset, tug	Do.	Hetzel	Do.
Rescue, tug	Do.	Commodore Perry	Do.
Zouave, tug	Newport News.	Commodore Barney	Do.
Dragon, tug, fitting for	Do.	Shawsheen	Do.
Whitehall, fitting for	Do.	Lockwood	Do.
Braziliera	Hampton Roads.	Ceres	Do.
Jamestown	Wilmington, N. C.	Morse	Do.
State of Georgia	Beaufort, N. C.	Whitehead	Do.
Mount Vernon	Wilmington, N. C.	I. N. Seymour	Do.
Albatross, repairing for	Beaufort, N. C.	Philadelphia	Do.
Monticello, repairing for	Do.	Henry Brinker	Do.
Chippewa, receiving stores, etc., for.	Wilmington, N. C.	Hunchback	Do.
Fernandina, receiving stores, etc., for.	Do.	Southfield	Do.
Amanda	Do.	General Putnam	Do.

February 8, 1862.—The *Chippewa* has sailed this day for Nag's Head.

Letter from the Secretary of the Navy to the flag-officers of blockading squadrons, regarding the sailing of the brig Simonita and the ship Emily St. Pierre, probably destined for blockaded ports.

NAVY DEPARTMENT, *February 7, 1862.*

SIR: The U. S. minister at Brussels reports to the Department of State, under date of January 14, that the hermaphrodite brig *Simonita* cleared for Havana the day previous from Antwerp, and that he has good reason to believe she will attempt to run the blockade. She is loaded with arms, saltpeter, and cloth, and has a double crew.

Information has been received that the ship *Emily St. Pierre*, heretofore mentioned to you, cleared from Calcutta on the 26th November last for New Brunswick with 2,173 bales of gunny cloth. Her real destination is thought to be some one of the blockaded ports. This vessel

it is said, ran the blockade last year, and has since been nominally transferred to British ownership.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Squadron, Hampton Roads, Virginia.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, Ship Island.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from the Chief of Bureau of Ordnance and Hydrography to the Chief of Bureau of Yards and Docks, regarding the weight of projectiles for the U. S. S. Monitor.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
Navy Department, Washington City, February 7, 1862.

SIR: With reference to the weight of the wrought-iron shot, which the Bureau understands have been supplied for the XI-inch guns on board the ironclad Ericsson battery, Commander Dahlgren informs the Bureau that "in no case ought a projectile weighing over 170 pounds be fired from a XI-inch gun," and positive instructions will be issued to that effect to the officers in command of the battery.

I have the honor to be your obedient servant,

ANDREW A. HARWOOD,
Chief of Bureau Ordnance and Hydrography.

Commodore J. SMITH, U. S. Navy,
Chief of Bureau Yards and Docks, Navy Department.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the U. S. S. Chippewa.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, February 8, 1862.

SIR: I beg leave to report that the steamer *Chippewa* sailed this day for Nag's Head, instead of her station off Wilmington, N. C., by orders of Flag-Officer Goldsborough.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Battle of Elizabeth City, N. C., February 10, 1862.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting report of Commander Rowan, U. S. Navy.

U. S. S. PHILADELPHIA,
Off Roanoke Island, February 10, 1862.

SIR: Just as I closed my dispatch to you of yesterday I received reliable information that the rebel steamers which escaped from here had

gone to Elizabeth City, and thereupon I immediately ordered Commander Rowan to take thirteen of our steamers under his command and go in pursuit of them; and also, if practicable, to execute another important service, viz, the destruction, up the North River, of a link of the Albemarle and Chesapeake Canal.

He dashed off with a whole heart at his work, and the way he has already accomplished the first part of it, his own preliminary report, a copy of which I have the honor herewith to enclose, will inform you.

I have decided to send the *Stars and Stripes* off to Hampton Roads to-morrow morning, to bring me ammunition from there without delay. Mr. Van Brunt, my secretary, will go in her and proceed to Washington, to deliver to you my dispatches and two of the rebel flags we have taken.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. DELAWARE,
Off Elizabeth City, February 10, 1862.

SIR: I have the happiness to report that I met the enemy off this place this morning at 9:06, and, after a very sharp engagement, succeeded in destroying or capturing his entire naval force and silencing and destroying his battery on Cobb's Point.

The only vessel saved from destruction is the steamer *Ellis*, Captain J. W. Cooke, who is wounded and a prisoner on board this ship. I have other prisoners.

I am happy to say that our casualties are few considering the warmth of the enemy's fire, say two or three killed and some wounded.

I sent the *Ellis* to you, under command of Acting Master Chase, of this ship, whom I hope you will confirm in the command.

The conduct of the gallant men I have the honor to command is worthy of all praise.

A detailed account will be furnished when I have time.

I am happy to say that none of the vessels are severely injured.

I shall leave here a small force and visit the canals and take a look into the other places before I return.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Letter of commendation from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding Second division in Pamlico Sound.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, February 11, 1862.

SIR: I am rejoiced at your success, and need not say to you that I received your report by the *Ceres* with infinite delight.

I do not exactly understand your reasons for wishing to leave a small force, or indeed a force of any sort, at Elizabeth City, but take it for

granted that they must be good, and therefore urge nothing against the measure.

I want you, if practicable, to proceed and destroy the link of the Albemarle and Chesapeake Canal up North River, which I pointed out to you.

Do not, if you can avoid it, exhaust either all your ammunition or all your fuel.

I shall expect you to return here in the course of all this week.

I pray you to thank your noble officers and men for me, and to assure them that all their deeds shall be duly noticed and full justice done to every one of them. I also pray you to receive for yourself my sincerest and most cordial greetings.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander S. C. ROWAN, U. S. Navy,
Commanding Second Division U. S. Expedition, Pamlico Sound.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting detailed reports of commanding officers.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, March 25, 1862.

SIR: I have the honor to forward herewith the detailed report of Commander Rowan, just received, with regard to the action of the gunboats under his command at Elizabeth City, and also copies of the reports of the commanding officers of those vessels on the occasion, together with a list of the casualties which occurred.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Detailed report of Commander Rowan, U. S. Navy, commanding second division in the sounds of North Carolina.

U. S. S. DELAWARE,
Off Elizabeth City, N. C., February 11, 1862.

SIR: I beg leave to submit the following detailed report of my proceedings in Albemarle Sound:

At about 3 p. m. on the 9th instant I entered Albemarle Sound with the flotilla under my command, consisting of the *Louisiana*, Lieutenant Commanding Murray; *Hetzel*, Lieutenant Commanding Davenport; *Underwriter*, Lieutenant Commanding Jeffers; *Delaware*, my flagship, Lieutenant Commanding Quackenbush; *Commodore Perry*, Lieutenant Commanding Flusser; *Valley City*, Lieutenant Commanding Chaplin; *Morse*, Acting Master Hays; *Seymour*, Acting Master Wells; *Whitehead*, Acting Master French; *Lockwood*, Acting Master Graves; *Ceres*, Acting Master MacDiarmid; *Shawsheen*, Acting Master Woodward; *Brinker*, Acting Master Giddings, and *Putnam*, Acting Master Hotchkiss.

As the flotilla passed into the sound the smoke of two rebel steamers was reported close in toward the opposite shore, these steamers apparently heading for Pasquotank River. I made signal to chase, and steered to cut off the enemy, but he succeeded in entering the river, and, as night was closing on us, I ordered the chase to discontinue. The flotilla steamed slowly over the bar and up the Pasquotank River to within 10 miles of Fort Cobb, on Cobb's Point, where, at 8:06 p. m., we anchored for the night.

I then called on board the commissioned officers in command and informed them that the vessels of the enemy were either drawn up behind his battery on Cobb's Point or had made their escape through the canal to Norfolk. I reminded them of our embarrassment with regard to ammunition, having but twenty rounds for each gun, and proposed to organize the force in such a manner as to answer the double purpose of a close reconnoissance in force, to be converted into an attack if I deemed it prudent. It was positively enjoined upon them not to fire a single shot until the order was given, and, in order further to economize ammunition, I directed that each vessel as she approached the enemy should run him down and engage him hand to hand.

With this understanding, these noble spirits returned to their respective ships to await the events of the morrow.

At daylight on the morning of the 10th the flotilla weighed anchor and formed in the order prescribed. The *Underwriter*, *Perry*, *Morse*, and *Delaware* in advance to reconnoiter, with the little *Ceres* on their right flank, followed by the remainder of the force, led in order by the *Louisiana* and *Hetzel*, the *Valley City* and *Whitehead* being under orders to leave the lines as soon as the battery had been passed by the flotilla and attack it in reverse.

In this manner we proceeded at moderate speed up the river.

At 8:30 a. m. the enemy's steamers were discovered, drawn up, as I anticipated, behind the battery, which mounted four heavy 32-pounders, under command of Commodore Lynch in person, and was supported by the schooner *Black Warrior*, moored on the opposite side of the river and armed with two heavy 32-pounders. The enemy's line appeared to be drawn up diagonally across and up the river in front of the town, his right resting on the battery. When within long range the enemy opened fire from the battery and the *Black Warrior*, followed by the steamers with their 80-pounder and 12-pounder rifles. Our force, however, moved on silently and steadily, shot and shell passing over the vessels in advance and falling thick and fast among vessels in the main columns.

When within three-quarters of a mile of the battery I made signal, "Dash at the enemy." Our fire was then opened with telling effect, and our vessels put to their utmost speed.

The enemy seemed to become demoralized at this unexpected and determined movement. The *Black Warrior* was set on fire and destroyed by her officers and crew. The fort was abandoned as the head of our column passed it. A dash was then made at the enemy drawn up inside. The *Perry*, Lieutenant Commanding Flusser, took the flagship *Sea Bird* in gallant style, running her down and sinking her, making prisoners of her officers and crew. The *Underwriter* made to cut off the retreat of the *Beaufort*. The *Ceres* ran ahead and took possession of the *Ellis;* some of the crew of the *Ellis*, in making their escape on shore, were killed and wounded by our musketry. Among the wounded was Midshipman Jackson, who was taken on board the

Hetzel, where he received every possible care and attention. He survived but a few hours, and was buried in the fort with all the honors due his rank. The *Delaware* boarded and hauled down the rebel flag of the *Fanny*, that had been deserted and set on fire.

Passing up the river to the city with three or four of the vessels, we ran them alongside the wharves. A battery of field artillery was seen making a hasty retreat down the street A party of our people passing through the streets came suddenly on a mounted artillery officer of the Wise Legion, who, in obedience to orders from General Henningsen, was compelling the defenseless people to set fire to the houses. Several houses were set on fire before he was arrested and brought to me. I immediately ordered all our people on board their respective ships, and that no visiting between shore and ships should be permitted. Some of the defenseless inhabitants, men and women, came to the wharf to implore me to save their houses and property from destruction; but I refused to allow a man to move, knowing that if I acceded to their requests we would be charged with vandalism as incendiaries. No other houses were destroyed besides those set on fire under the direction of Lieutenant Scruggs, of the Wise Legion.

The commissary storehouse was broken open by my orders, and a supply of fresh beef, bread, and flour taken from it. The Confederate steamer *Forrest*, which had been disabled in the action of the 7th instant, together with a gunboat on the stocks and another vessel of lighter frame, were burned at the shipyard. I sent competent engineers to destroy the machinery, boilers, and railway. This done, I drew all my vessels to Cobb's Point, where efforts had been made by other vessels of the flotilla to save the *Fanny* and *Black Warrior*, but, in both cases, the fire had too much headway to be subdued. The latter vessel had on board at the time a large amount of provisions, clothing, and other stores for the use of the enemy's squadron. The three following days were devoted to the destruction of the machinery of the *Fanny* and *Sea Bird*, and the recovery of their armament and such ordnance stores as could be fished up. Meanwhile Lieutenant Commanding Flusser was intrusted with the duty of completing the destruction of the fort at Cobb's Point, which duty he effectually performed, bringing off a quantity of powder, powder tanks, projectiles, etc., all of which came from the navy yard at Norfolk.

In the evening of the 11th instant I dispatched Lieutenant Commanding Murray with a small force, consisting of the *Louisiana*, *Underwriter*, *Commodore Perry*, and *Lockwood*, to Edenton, to make a reconnoissance, with orders if he found no fort there to communicate with the authorities and destroy all the public property, but scrupulously to respect that belonging to private individuals. This duty Lieutenant Commanding Murray performed with his usual ability, taking possession of the town, quieting the apprehensions of the inhabitants, putting to flight a body of artillery, destroying eight cannon and a vessel on the stocks, and capturing two schooners.

Immediately on the return of the force from Edenton I dispatched the *Louisiana*, *Underwriter*, *Lockwood*, *Whitehead*, and *Shawsheen*, with prize schooners in tow, to obstruct the Chesapeake and Albemarle Canal, this expedition being under the command of Lieutenant Commanding Murray. The *Louisiana* and *Underwriter* came to an anchor outside the bar off the North River, while Lieutenant Commanding Jeffers ascended to the mouth of the canal with the *Lockwood*, *Whitehead*, and *Shawsheen*. We arrived just in time to hurry the retreat of General Wise, who was falling back from Nag's Head. The duty of

obstructing the canal was performed with the characteristic zeal and discretion of this officer. I refer you to his report, together with that of Lieutenant Commanding Murray.

In congratulating you upon the result of these expeditions, which appears to me to have effectually demonstrated to these people the strength and determination of our Government, I am happy in having no complaint to make. With zeal, gallantry, and efficiency each column was led and each ship handled. The programme determined upon the evening before was carried out to the very letter.

I would respectfully call your attention to one incident of the engagement which reflects much credit upon a quarter gunner of the *Valley City*, and for which Congress has provided rewards in the shape of medals. A shot had passed through her magazine and exploded in a locker beyond containing fireworks. The commander, Lieutenant Commanding Chaplin, went there to aid in suppressing the fire, where he found John Davis, quarter gunner, seated with commendable coolness on an open barrel of powder as the only means to keep the fire out.

I forward herewith the reports of the commanding officers.

I am, very respectfully, your obedient servant,

S. C. ROWAN,
Commanding Naval Division, U. S. Expedition in Pamlico Sound.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Murray, U. S. Navy, commanding second column.

U. S. S. LOUISIANA,
Elizabeth City, N. C., February 11 [10], 1862.

SIR: I respectfully report that in accordance with the plan of attack decided upon by you last night I directed the column under my command, reduced by injuries at Roanoke Island, to the *Lockwood* and *Seymour* and this vessel, to take the positions assigned.

I am happy to report that the column and officers under my command in an engagement against fortified works, aided by the whole naval forces of the enemy, did their duty.

I congratulate you on its perfect success, as well as the moderation and humanity exhibited in the hour of victory.

Very respectfully, your obedient servant,

A. MURRAY,
Commanding Second Column.

Commander S. C. ROWAN,
Commanding Flotilla, etc., Pamlico Sound, North Carolina.

Report of Lieutenant Davenport, U. S. Navy, commanding third column.

U. S. S. HETZEL,
Off Elizabeth City, N. C., February 11, 1862.

SIR: I beg leave to submit the following report:

At 2 p. m. of Sunday, the 9th instant, in obedience to orders, got underway, after receiving ammunition from the *Hunchback* for our 9-inch gun, and stood up Croatan Sound in company with the rest of the light squadron, passing without difficulty the obstructions in the channel.

In compliance with general signal to "chase," crowded on steam and pursued some rebel vessels into Pasquotank River, where we anchored about 10 miles from the fort after dark.

Monday, the 10th, at 6:50 a. m., in obedience to general signal, got underway and stood up the river.

At a little after 8 a. m. saw the enemy's flotilla and a battery of four guns at Cobb's Point.

The position assigned to the *Hetzel* in the column was such that it was not practicable in this narrow stream to fire at the enemy's steamers without endangering the lives of our companions, but we managed to get two shots at the battery and one at an armed schooner, the missiles of our opponents falling thick and fast around us.

At 9:10 general signal to "make a dash at the enemy."

At 9:12 rebel schooner struck her flag and was abandoned by her crew, who set fire to her before leaving.

At 9:25 general signal to "cease firing," the battery being now deserted and the steamers opposing us being taken, sunk, or put to flight.

At 9:45 received on board for surgical assistance William C. Jackson, aged 18, acting midshipman of Confederate steamer *Ellis*, mortally wounded while making his escape to the shore, who died at 10 p. m. and was buried on shore with all possible solemnities this morning.

At 9:50 came to off Elizabeth City with the rest of the squadron.

At 11:10, in pursuance of orders, got underway, stood down the river, and anchored off the battery.

At 11:30 sent Lieutenant Franklin on shore with armed boat's crew to assist in destruction of the battery.

I also enclose herewith the report* of Acting Master Hotchkiss, commanding steamer *General Putnam*, from which you will perceive that he was prevented taking active part in the engagement by causes beyond his control.

In conclusion, I would respectfully call your attention to the coolness and gallant conduct of all under my command, who vied with one another in the faithful performance of their duty.

I have the honor to be, your most obedient servant,

H. K. DAVENPORT,
Lieutenant, Commanding.

Commander S. C. ROWAN, U. S. Navy,
Commanding Flotilla, Pasquotank River, North Carolina.

Report of Lieutenant Franklin, U. S. Navy, executive officer U. S. S. Hetzel, giving an account of ammunition expended.

U. S. S. HETZEL,
Off Elizabeth City, N. C., February 13, 1862.

Expenditures of ordnance stores on 7th and 10th instant:

For Dahlgren 80 pounder, rifled:
- 42 charges, 5 and 6 pounds.
- 22 solid shot.
- 9 Cochran shell, time fuzes.
- 2 Cochran shell, percussion fuzes.†
- 3 Hotchkiss shell, percussion fuzes.
- 6 Hotchkiss shell, time fuzes.
- 70 friction tubes.

1 80-pounder rifled gun and carriage.

1 shell, 5-second, and 1 charge, 8 pounds, for 32-pounder.

For 9-inch shell gun:
- 52 charges, 10 pounds each.
- 20 shell, 15 second fuzes.
- 28 shell, 10-second fuzes.
- 4 shell, 5-second fuzes.
- 1 shrapnel.
- 86 cannon primers.

Very respectfully, your obedient servant,

C. L. FRANKLIN,
Lieutenant, Executive Officer Hetzel.

Lieutenant Commanding H. K. DAVENPORT.

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* See p 620.

† Burst just clear of gun, and stopped using, firing solid shot only afterwards.

Abstract log of the U. S. S. Hetzel.

February 9, 1862.—At 9 a. m. got underway and came to off Sand Point battery. From meridian to 8 p. m. went alongside U. S. S. *Hunchback* and took on board some ammunition. In company with the rest of the light squadron passed the obstructions and crossed into Albemarle Sound. Ordered to chase a rebel gunboat, she having taken refuge in Pasquotank River. The squadron anchored across its mouth at dark.

February 10.—Pasquotank River, North Carolina. At 6:40, with rest of the squadron, got underway and stood up the river. At 8:45 began an engagement with Confederate gunboats and battery about a mile below Elizabeth City. General signal made, "Make a dash at the enemy," and in twenty minutes they began to desert the battery and vessels. Four vessels burned and two escaped up the canal. Destroyed the guns in battery ashore. At 10 a. m. a boat came alongside bringing Acting Midshipman William C. Jackson, C. S. Navy, mortally wounded by a pistol shot. From 12 to 4 p. m. the rebels in Elizabeth City engaged in burning their property. From 4 to 8 anchored for the night between the town and the battery. At 10 received on board Master Commanding Patrick McCarrick, C. S. Navy, who gave his parole. At 10:15 Midshipman Jackson died.

Report of Lieutenant Jeffers, U. S. Navy, commanding U. S. S. Underwriter.

U. S. S. UNDERWRITER,
Off Elizabeth City, February 10, 1862.

SIR: I have the honor to submit the following report:

This morning I steamed up the river toward Elizabeth City, in the position assigned me. On arriving within less than a mile of the rebel battery and ships, when the general signal was made, "Make a dash at the enemy," I opened fire and went ahead full speed. On nearing the ships, I directed the pilot to put this vessel alongside the *Sea Bird;* but, on closing within a couple of hundred yards, I observed two steamers turning to escape, therefore passed on in pursuit. One of them was cut off, and, endeavoring to pass across my stern, was met by another vessel and captured. The other ranged ahead, keeping up a lively fire of musketry, which was returned with the 12-pounder rifle, but did not succeed in disabling her machinery, and she soon disappeared around a turn in the river.

Arriving in front of the town, a battery of horse artillery standing at the head of Main street moved off. I went alongside the wharf and remained until directed to drop down off the battery.

The occasion offered no opportunity for the display of individual gallantry on the part of officers and crew; all merit my approbation. I, however, mention particularly Mr. Walter B. Griffith, master's mate, and Mr. John Cahill, second assistant engineer (acting chief). The former, as in the actions of the 7th and 8th, worked the rifled gun with coolness and precision. The latter was of great service in his own department and also assisted at the after gun.

Ammunition expended: For 80-pounder rifle, 9 shells; for 12-pounder rifle, 18 shells and 1 stand of grape; for 8-inch gun, 4 shells; for 12-pounder howitzer, 1 shrapnel, 2 canister.

Respectfully, your obedient servant,

WILLIAM N. JEFFERS,
Lieutenant, Commanding.

Commander S. C. ROWAN,
Commanding Flotilla, Albemarle Sound.

Report of Lieutenant Quackenbush, U. S. Navy, commanding U. S. S. Delaware.

U. S. S. DELAWARE,
Off Elizabeth City, February 11, 1862.

SIR: I have the honor to submit the following report:

On the 9th instant, at 2:30 p. m., the U. S. naval flotilla, consisting of fourteen armed steamers under your command, weighed anchor for Elizabeth City.

Late in the afternoon two rebel steamers were discovered standing for Elizabeth City. The U. S. S. *Lockwood*, with this vessel, immediately gave chase, but darkness prevented our overtaking them.

At 8 p. m. the flotilla came to anchor, distant about 14 miles from Elizabeth City.

On the morning of the 10th, at 6 a. m., signal was made from this ship for the flotilla to get underway, and at 8 a. m., when standing on our course, discovered the enemy's gunboats, consisting of 7 steamers and 1 armed schooner of 2 guns, a fine battery on our left of 4 guns, and 1 gun in the city facing us.

When within range signal was made, in accordance to the orders of the commanding officer of the flotilla, to "Make a dash at the enemy," which signal was again repeated within 600 yards of the enemy, at the same time doing terrible execution with our guns, filling the air with shot and shell.

At 9:25 a. m., precisely nineteen minutes from the time the first gun was fired, the schooner struck her colors, and was found to be on fire. About the same time the rebel flag on the battery at Cobb's Point was taken down and waved by the garrison, whereupon the rebel gunboats, with two exceptions, ran close inshore and were instantaneously set on fire and abandoned by their crews, some of whom escaped in boats and others, jumping overboard, swam and waded to the shore.

I now gave the order to my acting aid, Assistant Paymaster F. R. Curtis, to have the cutter manned and bring off a rebel flag for Commander Rowan, which was flying on board the rebel steamer *Fanny*. J. H. Raymond, acting master's mate, together with a part of his division, jumped into the boat with F. R. Curtis and boarded the steamer *Fanny*, which was at the time on fire, hauled down the rebel flag, and then proceeded on shore to the battery, being the first to land, where the stars and stripes were planted by Mr. Raymond, amidst tremendous cheering from the flotilla. After which, in obedience to a recall, they returned on board this vessel, which was moored to the wharf at Elizabeth City, at 9:45 a. m., thus ending one of the shortest and most brilliant engagements that has occurred during this unfortunate civil war.

Too much praise can not be awarded to the officers and men attached to this vessel for their gallant conduct during the action of the 10th instant.

Great credit is due to our pilot, Nassa S. Williams, for invaluable services rendered during the engagement.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant, Commanding

STEPHEN C. ROWAN,
Commanding U. S. Flotilla, in Pamlico Sound.

[Enclosure.]

Ordnance expended at Cobb's Point and Elizabeth City.

	Shell.	Powder.
9-inch gun	1 5-second fuze	1 cylinder, 10 pounds.
12-pounder rifle howitzer	2	2 cylinders, 2 pounds each.

Abstract log of the U. S. S. Delaware.

Febuary 9, 1862.—At 9:30 a. m. ran to the *Stars and Stripes;* received from her some ammunition and one howitzer, with carriage and bedding, all articles complete. At 12 m. proceeded slowly up the sound. At 3 p. m. an enemy in sight; gave chase in company with the squadron. Abandoned chase at 6:30 p. m. and came to anchor 12 miles below Elizabeth City.

February 10.—At 6:45 a. m. got underway and proceeded up the sound. Enemy 2 miles from Elizabeth City. Engaged them and the fort erected on shore; put them to flight; at 8 a. m. took possession of the fort and ran to Elizabeth City, making fast to the wharf. Took prisoners—Captain John Cook [James W. Cooke?] and five others, names unknown. Left wharf at 11:30; made prize of rebel steamer *Ellis* and placed on board, as acting commander, Acting Master L. B. Chase.

Report of Lieutenant Flusser, U. S. Navy, commanding U. S. S. Commodore Perry.

U. S. S. COMMODORE PERRY,
Roanoke Island, February 28, 1862.

SIR: In the action of the 10th instant, at Cobb's Point battery, the battery, schooner, and steamers opened fire on us about 8 a. m. About 8:15 we commenced to return it, firing at the battery and *Sea Bird* alone. After passing the battery we fired only at the *Sea Bird.* We ran her down and took her officers and crew prisoners. In the collision the ring stopper of the anchor was snapped and the anchor went to the bottom, which accident, together with the delay occasioned by receiving on board the prisoners, prevented us from making another capture. While engaged receiving the prisoners ten of the enemy's small steamers ran around, very close to, firing at us with musketry, by which 2 of my men were killed and an officer wounded.

This vessel was not struck by shot or shell.

I have the honor to be, sir, very respectfully, your obedient servant,

C. W. FLUSSER,
Lieutenant, Commanding.

Commander S. C. ROWAN,
Commanding U. S. Naval Flotilla, Albemarle Sound.

P. S.—We fired 15 shells, the greater number at the battery.

List of killed and wounded on board the U. S. S. Commodore Perry, in the action off Cobb's Point battery, February 10, 1862.

Killed.—Frederick Wierland, seaman; Thomas O'Mara, Company A, Fourth Rhode Island Volunteers, born at Fall River, Mass.

Wounded.—Henry C. Webster, acting master's mate, in the leg, severely but not dangerously.

Recapitulation.

Killed	2
Wounded	1

Very respectfully, etc.,

C. W. FLUSSER,
Lieutenant, Commanding.

Commander S. C. ROWAN,
Commanding U. S. Naval Flotilla, Albemarle Sound.

Abstract log of the U. S. S. Commodore Perry.

February 9, 1862.—At 9:30 a. m. got underway and stood toward the sunken ships, with the gunboat *Morse* in consort. Lieutenant Flusser went on shore to the rebel battery on mainland and hauled down the rebel flag and hoisted the American flag in its place. Mr. [Henry] Smith, master's mate, took charge of the schooner *James P. Whitbee*, off Plymouth, N. C., and brought her alongside.

February 10.—Off Cobb's Point, Pasquotank River: At 8:15 a. m. engaged the rebel fleet and battery. At 9:40 boarded the steamer *Sea Bird* and took 42 prisoners, officers included. Two of our men were killed and 1, Mr. Webster, master's mate, flesh wound in leg. The gunboat *Fanny*, rebel, ran close alongside of us and fired a volley of musketry, she having received from us a shell in return, that put her in a sinking condition. At 10 the whole fleet and rebel battery were destroyed, Lieutenant Flusser going on shore, spiking and dismounting all the guns. At 11:50 the stars and stripes floated from fort and batteries. At 2:25 p. m. sent Master's Mate Lynch and two engineers with orders to destroy her machinery [*Sea Bird*]. At 1:30 set her on fire. Took from the *Sea Bird* one rifled gun.

Report of Lieutenant Chaplin, U. S. Navy, commanding U. S. S. Valley City, transmitting surgeon's report of casualties.

U. S. S. VALLEY CITY,
Off Elizabeth City, N. C., February 10, 1862.

SIR: I respectfully beg to submit the following report of the proceedings of this vessel in the action off this city on this day:

After steaming up the river until 8 o'clock yesterday evening, I came to anchor with the other vessels of the flotilla about 17 miles below Elizabeth City.

February 10, at 6:30 a. m., got underway in obedience to signal and stood up the river, in company with the rest of the flotilla. When nearing the approaches of the city received the fire of a rebel battery on shore. I immediately manned my port battery and kept up a brisk return of the fire. A steamer and schooner bearing the rebel flag opened fire on us on our starboard bow; returned their fire with my starboard battery; a shell from the enemy passing through both of my boats, rendered them entirely unfit for service.

Upon signal, "Make a dash at the enemy," increased the speed and fired several brisk broadsides at the enemy's battery. A shell from shore penetrated the side and passed through the magazine, exploding outside the screen on the berth deck. Several of the powder division were severely scorched; the protecting bulkheads of the magazine

were torn to pieces and the forward part of the berth deck set on fire by the explosion. Ordered the pumps to be manned and speedily got the fire subdued. In forty minutes from the commencement of the action came to anchor within the precincts of Elizabeth City.

I take pleasure in again bearing testimony to the gallant conduct of the officers and crew of this vessel; and particularly I desire to bring under your notice the cool intrepidity and thorough practical seamanship displayed by Master's Mate J. A. J. Brooks in maneuvering this vessel while under the hottest of the enemy's fire. Also to the undaunted presence of mind of the gunner's mate, John Davis, who, while at his station in the magazine, when the shell penetrated the side and ignited the berth deck, as above reported, did cover a barrel of powder with his own person, thereby preventing an explosion, while at the same time passing powder, providing for the gun divisions on the upper deck.

I beg to enclose herewith the surgeon's report of the casualties during the day.

I am, sir, very respectfully, your obedient servant,

J. C. CHAPLIN,
Lieutenant, Commanding.

Commander S. C. ROWAN,
Commanding U. S. Flotilla, off Elizabeth City.

[Enclosure.]

U. S. S. VALLEY CITY,
Pasquotank River, Elizabeth City, N. C., February 10, 1862.

The following is a list of casualties that took place on board this vessel during the action of to-day:

Thomas T. Daniel, pilot; age 45 years; born on Roanoke Island; resides at Cape Hatteras; wounded by a fragment of shell; fracture of the ankle; not dangerous.

James A. Young, officers' cook (colored); age 42 years; born in Maryland; resides in Baltimore; contusion of leg by splinter, and burned severely in face and neck; not dangerous.

John Lahey, nurse; age 23 years; born and resides in New York; burned about face and head.

Thomas Doyle, ordinary seaman; age 24 years; born and resides in New Hampshire; burned about face, head, and neck severely.

Very respectfully,

GEO. R. MANN,
Acting Assistant Surgeon.

Lieutenant Commanding J. C. CHAPLIN.

Abstract log of the U. S. S. Valley City.

February 9, 1862.—At 3 p. m. got up anchor and steamed up river in company with flotilla under Commander S. C. Rowan. From 4 to 6, steaming up the river toward Elizabeth City, N. C.; came to anchor with the rest of the flotilla in Pasquotank River at 8 p. m.

February 10.—At 7 a. m. got underway and proceeded up the river. At 7:30 came in sight of five rebel steamers, a schooner, and a battery on shore. At 8 attacked the battery. At 8:30 a shell penetrated the port bow and exploded on the berth deck, after passing through the magazine. Several of the powder division severely scorched, and

the protecting bulkhead of the magazine torn to pieces. A shell passed through both boats, smashing them to pieces and wounding our pilot severely in the left ankle. At 11 came to anchor off Elizabeth City. From 6 to 8 p. m. dropped down a mile below the town and anchored off the rebel battery.

February 13.—Recovered from burned steamer *Fanny*, and received on board, a long 32-pounder cannon, strapped.

Report of Acting Master Hays, U. S. Navy, commanding U. S. S. Morse.

U. S. S. MORSE,
Off Elizabeth City, N. C., February 15, 1862.

SIR: In obedience to your orders of the 11th instant, I submit the following report of the operations of this vessel during the engagement of the 10th instant:

At 7 a. m., in obedience to signals, we got underway, opened fire upon the enemy with shells at a distance of about three-fourths of a mile, maintaining a steady fire until the termination of the engagement, after which a few fragments of a shrapnel were found on deck, which, with a shot through the ensign, were the only ones received, neither killing nor wounding any person on board.

The officers and men behaved throughout with the utmost bravery and coolness.

In all, 13 shell and 1 shrapnel were expended.

I am, sir, very respectfully, your obedient servant,

PETER HAYS,
Acting Master, Commanding.

Commander S. C. ROWAN,
Commanding Naval Flotilla, Albemarle Sound.

Abstract log of the U. S. S. Morse.

February 9, 1862.—At 9 a. m. the steamer *Commodore Perry* came within hail and ordered us to follow her and proceed up Croatan Sound in search of rebel batteries. At 11:45 saw the rebel flag upon a fort mounting three guns. Threw a shell into it, and, finding it deserted, landed a boat's crew and found 6 tanks of powder and a number of shell. The fleet got underway for Pasquotank River. Saw a rebel steamer ahead. At 7:30 came to anchor at the entrance of Pasquotank River.

February 10.—At 6 a. m. got underway and proceeded up the river toward Elizabeth City. At 7 came in sight of the enemy's fleet and batteries. At 7:30 commenced the action with our bow gun. Continued the action. At 9 succeeded in drawing the enemy from their guns and scattering their fleet, two of which were captured and one burned by a shell from the *Commodore Perry*.

Report of Acting Master French, U. S. Navy, commanding U. S. S. Whitehead.

U. S. S. WHITEHEAD,
Off Elizabeth City, N. C., February 10, 1862.

SIR: I engaged the enemy this morning at 8:20; discovered a rebel schooner abandoned and fired, mounting two 32s. Not being able to extinguish the fire, I scuttled her.

I took from her 6 muskets, 12 boarding pikes, books and papers of the rebel paymaster.

I expended during the action 6 shell. My officers and men behaved nobly during the fight.

Very respectfully, your obedient servant,

CHAS. A. FRENCH,
Acting Master, Commanding Steamer Whitehead.

Commander S. C. ROWAN,
Commanding Naval Flotilla, Pamlico and Albemarle Sounds.

Report of Acting Master French, U. S. Navy, commanding U. S. S. Whitehead.

U. S. S. WHITEHEAD,
Off Elizabeth City, Pasquotank River, February 10, 1862.

SIR: Receiving orders from the flagship *Delaware* to get underway, I accordingly weighed anchor Sunday, February 9, at 3 p. m., and stood into Albemarle Sound. Made the light-house at the mouth of Pasquotank River at 6 p. m., and continued up the river a few miles and came to anchor at 7:20 p. m.

Monday, February 10, at 6:45 a. m., I got underway and continued up the river. Had not proceeded many miles before I could see the smoke issuing from the smokestack of several rebel gunboats, evidently expecting our approach, and drawn up in the most commanding position, no doubt expecting to debar our farther progress. When within shooting distance I opened fire upon the nearest steamer. The enemy replied from a schooner mounting two guns on one side of the river and a battery on the opposite side. I then changed the direction of my fire from the steamers to the schooner. After firing a few shell I closed in upon the schooner. The enemy then fired her, and escaped to the shore in their boats. I boarded her and attempted to extinguish the fire, being very anxious to save her, as she had a valuable cargo of naval stores, being evidently the storeship for the rebel fleet. Her name, as painted on the stern, was *M. C. Etheridge*, of Plymouth, N. C.

I found the fire had been set in several places, and it made such rapid progress that I was unable to save anything of any value. I scuttled her and then anchored in the middle of the river.

I expended during the action 6 shell.

Very respectfully, your obedient servant,

CHARLES A. FRENCH,
Acting Master, Commanding Steamer Whitehead.

Lieutenant Commanding ALEXR. MURRAY,
Commanding Division, U. S. S. Louisiana.

Abstract log of the U. S. S. Whitehead.

February 9, 1862.—The rebel forts continue to burn fiercely. At 7 a. m. a boat was discovered to windward coming down the sound toward us. Proved to contain an escaped prisoner of war belonging to the Twenty-third New York Regiment and taken on the steamer *Fanny* last September. At 9:30 the Federal flag is flying on the western battery of the island. At 7:20 p. m. anchored at the mouth of the Pasquotank River.

February 10.—At 8:15 a. m. prepared for action, the enemy's fleet, consisting of five steamers and one schooner, appearing in sight a short distance below Elizabeth City. At 8:20 the action commenced, the enemy opening fire first from the schooner. Our flotilla advanced steadily, directing their heaviest fire on the battery on Cobb's Point. At 8:40 signal was given to close with the enemy, who gradually retreated and finally ran their vessels, spiked their guns, and set their steamers on fire, with the exception of one, which escaped up the river. Squadron proceeded up to the wharves of the town. The place is deserted by the white population, all having fled except the negroes. Several buildings in the town were discovered to be on fire, as was also a rebel steamer on the stocks and just in frame. The commander of the squadron ordered us to take charge of the schooner, which had been abandoned and set on fire by the rebels. Sent on board and used all means in our power to extinguish the fire. Brought off a boat load of articles from the vessel, as it was found impossible to control the fire. Expended 7 cartridges. At 12:30 p. m. returned again to the schooner; found the hold all in a blaze of fire. Scuttled her by cutting a hole in the side at the water's edge. Saved all books, papers, etc., from the cabin. Came to anchor in the stream about one-fourth of a mile from the wreck. Sent books, papers, etc., on board the flagship. From 4 to 6 p. m. the squadron all moved down and anchored abreast of the battery on Cobb's Point for the night. Captured both the yawl boats belonging to the schooner. From 8 to midnight: Fire still raging in the city.

Report of Acting Master Graves, U. S. Navy, commanding U. S. S. John L. Lockwood.

U. S. S. LOCKWOOD,
Elizabeth City, N. C., February 12, 1862.

SIR: I have the honor to forward the following report of the action at Elizabeth City on the 10th instant:

At 9 a. m. engaged the enemy, directing my fire upon their armed schooner until her crew deserted her, when I hauled across the river toward the *Fanny*, firing shrapnel and volleys of musketry. The enemy took to their boats (after setting fire to their vessel) and retreated under a heavy fire. I boarded as soon as possible with my boats, but found the fire too much spread to subdue. Succeeded in capturing 20 stand of arms. Received a shot through our smokestack and had our boat's davit unshipped by a spent shot. No one injured. Officers and men behaved nobly. Expended 8 rounds of 80-pounder ammunition, 4 rounds of howitzer ammunition, 50 rounds of buck and ball ammunition.

Very respectfully, your obedient servant,

G. W. GRAVES,
Acting Master, Commanding.

Commander S. C. ROWAN,
Commanding Naval Division.

Report of Acting Master Woodward, U. S. Navy, commanding U. S. S. Shawsheen.

U. S. S. SHAWSHEEN,
Off Elizabeth City, Tuesday, February 11, 1862.

SIR: In obedience to your order I have the honor to submit to you the following report of the part taken by this steamer, under my com-

mand, at the attack on Cobb's Point battery, also a fleet of rebel gunboats and one armed schooner stationed near by to support said battery:

On the morning of the 10th instant thirteen of our gunboats were at anchor at the mouth of the Pasquotank River, having anchored there the preceding night. At 6:30 a. m. a sail was discovered crossing the mouth of the river outside of the fleet, when some of the gunboats gave chase. I also got underway and stood out in pursuit and, seeing her running for the land, I fired a shot across her bow, which brought her to, when the *Seymour*, being in advance of the other boats, took her in tow. She proved to be a schooner loaded with wood. I immediately stood up the river after the fleet, which had got underway and was proceeding slowly up the river toward Elizabeth City. I soon overtook them. At 7:30 a. m. some rebel steamers were discovered ahead, apparently on the retreat. At 8 a. m. came in sight of the battery and saw the steamers form in order across the river opposite. Our steamers advanced at a medium rate, when, being within about 2 miles of the battery, the steamers and armed schooner opened fire upon our fleet. At 8:30 a. m. the battery commenced firing, their shot reaching our steamers, but doing no injury. When our fleet was up within good range, signals were made by Commander Rowan on his flagship, the *Delaware*, to make a dash at the enemy and fire at their own discretion, when all the steamers went ahead at full speed and opened on the enemy a well-directed fire, which fire was repeated in quick succession as we advanced. Their shot and shell fell rapidly among us, some of which took effect, but still we advanced on the enemy, which, with our fire, threw them into confusion, although they endeavored to make an able resistance; but when they discovered our intention to board, their men left their guns; their steamers were headed toward the shore, some of them set on fire. The flag on the fort, or battery, was hauled down and it deserted, when our leading steamers made a most gallant maneuver and ran them aboard, sinking two, capturing one, and the schooner was set on fire and deserted. I was running for the steamer *Fanny*, and being so near that all hands were ready to board and were using muskets and small arms at the retreating rebels, who waved a flag in defiance at us. As we were about to board her I discovered her to be on fire, and was ordered to back off from her by Commander Rowan, which I did, and followed other steamers in pursuit of one of the rebel steamers, which was making her escape by way of the canal. After chasing her some way up the canal, the chase was given up. Some of our steamers went up to the wharf, including the flagship *Delaware*. One new gunboat, building, and one old gunboat, repairing, were set on fire by the retreating enemy, and the city fired in several places. After remaining a short time up at the city, I was ordered to anchor down near the battery on Cobb's Point, which I did, as did all the fleet soon afterwards, having expended 10 rounds ammunition for forward rifled gun, and 50 charges small-arm ammunition, and receiving no injury throughout the engagement. Permit me to add that all under my command, both officers and men, worked with a determined will, worthy of themselves and the noble cause in which they are engaged.

I have the honor to be, very respectfully, your most obedient servant,

THOS. J. WOODWARD,
Acting Master, Commanding U. S. S. Shawsheen.

S. C. ROWAN,
Commanding Albemarle Flotilla.

Report of Acting Master Giddings, U. S. Navy, commanding U. S. S. Henry Brinker.

U. S. S. HENRY BRINKER,
Off Roanoke Island, March 1, 1862.

SIR: I have the honor to report the part taken by the vessel under my command in the engagement at Elizabeth City on the 10th instant.

At 8 a. m., the enemy's gunboats being in sight, was in the position assigned me by my commander, in the rear of the first division.

Owing to my position, I was unable to fire with either safety to our own vessels or effect on the enemy until nearly opposite the battery on Cobb's Point, when we fired three shots at the schooner battery on the northern shore of the river. The schooner ceasing to fire, approached the battery. Had fired but four shots when the order to "make a dash at the enemy" was given by the flagship *Delaware*. Closed in, but had no opportunity to engage, the enemy being completely routed by the vessels in advance. Came to anchor near the bar above Cobb's Point and awaited orders.

Ammunition expended, seven rounds; casualties, none. The vessel was not struck by the enemy's shot. My officers and crew behaved with their usual gallantry.

I have honor to be, very respectfully, your obedient servant,

JOHN E. GIDDINGS,
Acting Master, Commanding.

Commander S. C. ROWAN,
Commanding Naval Forces, Albemarle Sound.

Abstract log of the U. S. S. Henry Brinker.

February 9, 1862.—Stood up Croatan Sound. After passing lighthouse, 1 mile astern, *Underwriter* signaled, "Return," which we did. Captain went on board and was ordered astern of the fleet. Anchored in fleet in Pasquotank River, 12 miles from Elizabeth City.

February 10.—Weighed anchor and, with rest of fleet, stood up Pasquotank River. Sighted Elizabeth City and rebel fleet. At 8:30 action commenced by rebel boats. At 9:20 [a. m.] action ceased. Action was commenced by rebel gunboats firing. The rebel fleet consisted of five gunboats and one schooner. In a few moments the action became general. The schooner, which was anchored, was silenced after the first few rounds. The rebels abandoning her, set her afire, and soon the battery situated on the left-hand side, on a point in the river just beyond the city, ceased firing. The *Delaware* now signaled, "Make a dash at the enemy." All the vessels closed. We, being under orders to keep in the rear, had no opportunity of signalizing ourselves. The rebel steamer *Sea Bird* (W. F. Lynch's flagship) being struck, the *Fanny* run ashore and was deserted, and the *Ceres* taking the *Ellis*, while one succeeded in escaping. One was also burned on the dry dock. One of our vessels sending a boat ashore and running the stars and stripes up in the fort, we ran up to the town and were ordered back. Ran alongside the *Sea Bird*, taking from her log book and papers. Then ran off and anchored. Expended eight shell and charges.

Report of Acting Master Hotchkiss, U. S. Navy, commanding U. S. S. General Putnam.

U. S. S. GENERAL PUTNAM,
Off Elizabeth City, N. C., February 11, 1862.

SIR: As I have the honor to report to you the proceedings of yesterday, I regret to say that owing to the bad condition of our boiler,

and consequently the slowness of my boat, I did not arrive in time to take a part in the action, but rendered assistance in getting the *Ceres* and her prize afloat, they both being ashore. She steamed up to the city and received orders to anchor below.

Sent a boat to put out the fire of the armed schooner, but the fire was too far advanced to be subdued.

Seeing a flag of truce on shore, I sent a boat and brought off a man who was one of the crew of the schooner which was burned. He claims to be a pilot through all the waters of North Carolina.

Very respectfully, your obedient servant,

WM. J. HOTCHKISS,
Acting Master, Commanding U. S. S. General Putnam.

Lieutenant DAVENPORT,
Commanding Third Division.

Report of Assistant Surgeon Jones, U. S. Navy, U. S. S. Philadelphia, transmitting list of casualties.

U. S. FLAGSHIP PHILADELPHIA,
Off Roanoke Island, North Carolina, February 12, 1862.

SIR: I have the honor herewith to enclose the report of casualties to the Government forces in the naval engagement off Elizabeth City, N. C., on the 10th instant.

Very respectfully, your obedient servant,

SAML. J. JONES,
Assistant Surgeon, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

[Enclosure.]

List of casualties off Elizabeth City, N. C.

U. S. S. Valley City:

Wounded severely.—Thomas T. Daniel, pilot; Thomas Doyle, ordinary seaman; James A. Young, officers' cook.

Wounded slightly.—John Lahey, nurse.

U. S. S. Underwriter:

Wounded slightly.—James Matthews, master at arms.

U. S. S. Ceres:

Wounded slightly.—Timothy Dacey, ordinary seaman.

U. S. S. Commodore Perry:

Killed.—Fredk. Wierland, seaman; Thomas O'Mara, private, Company A, Fourth Regiment Rhode Island Volunteers.

Wounded slightly.—Acting Master's Mate Henry C. Webster.

Killed	2
Wounded	7

Commendatory order of Commander Rowan, U. S. Navy, commanding naval division in Albemarle Sound.

U. S. S. DELAWARE,
Off Elizabeth City, February 11, 1862.

The commander of the flotilla in Albemarle Sound avails himself of the earliest moment to make a public acknowledgment of the coolness, gallantry, and skill displayed by the officers and men under his command in the capture and destruction of the enemy's battery and squadron at Cobb's Point.

The strict observance of the plan of attack, and the steady but onward course of the ships, without returning a shot until within three-quarters of a mile of the fort, excited the admiration of our enemies.

The undersigned is particularly gratified at the evidence of the high discipline of the crews in refraining from trespassing in the slightest degree upon the private property of defenseless people in a defenseless town. The generous offer to go on shore and extinguish the flames applied by the torch of a vandal soldiery upon the houses of their own defenseless women and children is a striking evidence of the justness of our cause, and must have its effect in teaching our deluded countrymen a lesson in humanity and civilization.

S. C. ROWAN,
Commanding Flotilla in Albemarle Sound.

Order of Commander Rowan, U. S. Navy, commanding naval forces in Albemarle Sound, appointing a board for the appraisement of vessels captured or destroyed.

U. S. S. PHILADELPHIA,
Off New Berne, N. C., March 20, 1862.

GENTLEMEN: You are hereby constituted a board for the purpose of appraising the different vessels captured or destroyed by the naval forces under my command in the action off Elizabeth City on the 10th day of February last.

You will please set forth in your report as follows:

The time and place of capture, the names of the vessels captured or destroyed, the cause of capture, the capturing vessel or vessels, what disposition was made of the captured vessels at the time of capture or subsequently, and a statement of their value.

I am, very respectfully, your obedient servant,

S. C. ROWAN,
Commanding Naval Forces in Albemarle Sound, North Carolina.

SILAS REYNOLDS,
Commanding U. S. S. Philadelphia.

JACOB WESTERVELT,
Acting Master, U. S. Navy.

CHARLES A. NORRIS,
Acting Second Assistant Engineer.

H. M. GRIFFITHS,
Carpenter, U. S. Navy.

Report of the board appointed for the appraisement of vessels captured or destroyed.

NEW BERNE, N. C., *March 25, 1862.*

SIR: Agreeably with your request of the 20th instant, we have examined into the facts in connection with the capture or destruction of the vessels of the enemy at Elizabeth City, N. C., by the naval forces under your command, and have the honor to report as follows:

The Confederate steamer *Sea Bird*, the flagship of Commander Lynch, carrying two rifled guns and belonging to the rebel Navy, was run into, sunk, and destroyed by the U. S. S. *Commodore Perry* in the course of the action off Elizabeth City, N. C., February 10, 1862. We estimate that the *Sea Bird* was worth $30,000; cash on board, $30,000.

The Confederate steamer *Fanny*, Captain Tayloe, carrying two rifled guns and belonging to the rebel Navy, was sunk and destroyed by the

fire of the United States vessels during the action off Elizabeth City, N. C., February 10, 1862. We estimate that the *Fanny* was worth $23,000.

The Confederate steamer *Ellis*, Captain Cooke, carrying one 32-pounder rifled gun and one brass howitzer, surrendered in the course of the action off Elizabeth City, N. C., to the U. S. S. *Ceres*, and is now in the service of the U. S. Government. We estimate that the *Ellis* is worth $18,000.

The Confederate steamer *Forrest*, carrying two guns and belonging to the rebel Navy, was destroyed by fire while she was on the railway, during the action off Elizabeth City, N. C., February 10, 1862. We estimate that the *Forrest* is worth $21,500.

A Confederate steamer, name unknown, intended for the rebel Navy, on the stocks and nearly completed, was burned during the action off Elizabeth City, N. C., February 10, 1862. We estimate that said steamer was worth $18,800.

The Confederate schooner *Black Warrior*, carrying two guns, loaded with commissary stores, and belonging to the rebel Navy, was destroyed by fire during the action off Elizabeth City, N. C., February 10, 1862. We estimate that the *Black Warrior* was worth $20,000.

A schooner, name and owners unknown, loaded with furniture, was captured, as being the property of rebel citizens of North Carolina, by the U. S. S. *Commodore Perry* during the action off Elizabeth City, N. C., February 10, 1862, and subsequently sunk as an obstruction in the outlet of the Albemarle and Chesapeake Canal. We estimate that the said schooner was worth $2,000.

A schooner, name and owners unknown, loaded with 4,500 bushels of corn, was captured, as being the property of rebel citizens of North Carolina, during the action off Elizabeth City, N. C., February 10, 1862, and subsequently sunk as an obstruction in the outlet of the Albemarle and Chesapeake Canal. We estimate that said schooner was worth, with cargo, $7,000.

The following United States vessels were present at the time of capture or destruction of the above vessels, and engaged in the action off Elizabeth City, N. C., February 10, 1862, viz:

Steamer *Delaware*, flagship, Commander S. C. Rowan, Lieutenant Commanding S. P. Quackenbush; steamer *Louisiana*, Lieutenant Commanding A. Murray; steamer *Hetzel*, Lieutenant Commanding H. K. Davenport; steamer *Commodore Perry*, Lieutenant Commanding C. W. Flusser; steamer *Valley City*, Lieutenant Commanding J. C. Chaplin; steamer *Underwriter*, Lieutenant Commanding W. N. Jeffers; steamer *Morse*, Acting Master Peter Hays; steamer *Ceres*, Acting Master J. MacDiarmid; steamer *Henry Brinker*, Acting Master J. E. Giddings; steamer *Whitehead*, Acting Master C. A. French; steamer *Shawsheen*, Acting Master T. J. Woodward; steamer *Lockwood*, Acting Master G. W. Graves; steamer *General Putnam*, Acting Master W. J. Hotchkiss; steamer *I. N. Seymour*, Acting Master F. S. Wells.

We have the honor to be, very respectfully, your obedient servants,

SILAS REYNOLDS,
Commanding U. S. S. Philadelphia.
JACOB WESTERVELT,
Acting Master, U. S. Navy.
CHARLES A. NORRIS,
Acting Second Assistant Engineer.
HERBERT M. GRIFFITHS,
Carpenter, U. S. Navy.

Commander S. C. ROWAN,
Commanding Naval Forces, Sounds of North Carolina.

Congratulatory letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

NAVY DEPARTMENT, *March 1, 1862.*

MY DEAR SIR: We have your dispatches, and I also have your private note of the 20th ultimo. Be assured that the country and Department are perfectly satisfied with your proceedings. We sent off the *Miami* to you February 1, which would have joined in the fight but for the ignorance of the engineer, who mistook choked flues for incapacity of the boiler. He was six days finding out the trouble and the golden moment was lost. Her rudders are too small and she is now in the dock at Baltimore. She is the only one ready for sea. The engineer contractors are treating us very shabbily. Before any one can be gotten to you I reckon you will have knocked everything down. I presume you are aware that we are about to undertake the biggest job of the war, and that we are straining every nerve to concentrate a force to accomplish it successfully; this is why we have no boats. We even leave the *Nashville* and *Sumter*, when we ought to have a dozen boats after them. I feel sorry, but I also feel that you will clean them all out as you are. Is not Marston keeping some boats which you ought to have? The Ericsson battery, called the *Monitor*, will be at the roads on Sunday, and I think of going down to look at her. I wrote you that after your work is finished the general would like to see you out, but you will have plenty of time. Can not you send me some memento of your victory? Du Pont sent me a lithograph of the secession ordinance, captured in Drayton's house. Old flags and arms will take well with the members and be a little buncombe for the brilliant affair. Alden sent me a box of swords from the Gulf, and the members prize them so highly that I think we had better have some more. The Navy is immensely popular and will remain so if we continue successful. Kind regards to your brave men. Six vessels are repairing at Baltimore. Maury's letter* has been published. I send you some remarks thereon.

Yours, most truly,

G. V. FOX.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report† of Colonel C. F. Henningsen, C. S. Army, Fifty-ninth Virginia Infantry.

WINTON, N. C., *February 12, 1862—12 p. m.*

GENERAL: Finding at Currituck Court-House that provision and forage could not be obtained to proceed to Powell's Point, or even to remain at the Albemarle and Chesapeake Canal any nearer than Elizabeth City, [we] marched there on the 3d with artillery of Wise's Legion and remained there till the 7th, breaking horses to fire and harness while waiting orders from General Wise. Received on February 7 one order from General Wise to leave guns and wagons at Albemarle and Chesapeake Canal and proceed with horses and men to Powell's Point. Sent quartermaster to make arrangements. Same evening received second dispatch from Brigadier-General H. A. Wise, dated from Nag's Head, informing me that the Federal squadron in great force was advancing up the sound, and ordering me to remain and do the best I could for the defense of Elizabeth City.

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* See p. 633.

† For Confederate naval reports, see battle of Roanoke Island, pp. 594–600.

I found a battery (about 2 miles by water and about 3 by land) with four 32-pounders and 28 rounds of ammunition; battery defective (magazine dangerous, if there had been any ammunition to put in it). General Mann promised to call out the militia, and Colonel Starke endeavored to do so, but it seems they would not come. I tried to obtain 150 negroes to throw up traverse (three of the guns being enfiladed) and otherwise improve [the] battery, but could only, by 2 a. m. on the 9th, obtain 30 hands, whom I impressed.

Early on the morning of the 8th Commodore Lynch, with six steamers, arrived; had fought the day before, exhausting all his ammunition. Proposed to man the battery with the crew of the lost steamer *Curlew;* to place therein additional guns, and moor schooner with two guns alongside battery. Colonel Martin received 200 pounds powder from Norfolk, and 100 pounds blasting powder was found and made up into cartridges.

On the morning [of the] 9th Commodore Lynch, having found a few rounds, steamed out with two steamers to reconnoiter enemy. Returned, chased by enemy's steamers, and determined to land crews and fight battery, expecting Captain Hunter with ammunition. It appeared that the militia would not come out without requisition from seven magistrates. This was obtained on the 9th. The naval officers were of the opinion that the enemy would not attempt to pass battery until silenced. I undertook, with promise of a regiment of militia and expectation of a few companies, to prevent its being turned for some time.

On the evening of the 9th I moved out four pieces to rear of the battery for that purpose, leaving two pieces and wagons in Elizabeth City ready to move.

Early on the morning of the 10th the enemy's squadron hove in sight and opened fire on battery, schooner, and steamers, and, as if aware of the helpless condition of all, steamed, after a few minutes, past the battery right up to the city.

Commodore Lynch told me in the battery that he was informed that the enemy had landed below, and a naval officer, galloping up, reported, after I left the battery, that the enemy in large force had landed and formed about a mile below. There were no militia—no one whatever to support the artillery—who have neither firelocks of any kind nor side arms. Two pieces were placed to keep the enemy as long as possible at bay, but in a few minutes the Federal steamers were perceived rapidly advancing past the battery toward the city, which they reached before the artillery (now ordered back) had got halfway.

As the enemy, after reaching the wharf, had the town at their mercy, I detached Sergeant Scruggs, of Captain McComas's company, with a detail, to aid the citizens in destroying the place by fire, as I had been requested to do by some of the most prominent of them. They only partially succeeded, two blocks only having been burned and a few isolated houses in the suburbs. I retreated with the artillery by the old Edenton road, and halted on the night of the 10th at Newby's Bridge, 2 miles from Hertford, accompanied and guarded by General Mann, of the militia. I opened communication with Edenton and Hertford, and sent for some of the transportation of the Fifty-ninth Virginia Volunteers, which was unprotected at the former place. The militia had not been embodied at either place, though the next day I received a dispatch from Colonel Moore, of Edenton, stating that on

the requisition of any Confederate general he was ordered to call out his regiment, and could assemble 200 men, armed with muskets and shot [guns], and with ten rounds of ammunition each. In this region the militia will not assemble until the enemy is dangerously near. Then it becomes impossible to assemble them until they have attended to the moving of family and property. After that they show a disposition to come out if there is any force to support them.

Generally the population appear to be very true. There are, of course, some traitors, but far less disloyalty than in western Virginia. A painful instance of the latter occurred a few miles from Elizabeth City on our march to Newby's Bridge. A man by the name of Lester deliberately shot a private who rode into his yard, and then barricaded himself in the upper rooms of his house, refusing to surrender. Captain Webb, quartermaster of artillery, went up to him unarmed and pledged himself to protect him from violence if he came out. After appearing to consent, he suddenly and treacherously attempted to fire at the captain, and did fire afterward several times at the men. I ordered the house to be fired. He was driven by the smoke to the window and shot by one of the artillery. The man shot, Private Bransford, is in a very critical condition. Lester, it appears, was a very violent Union man, and had been waited on a month previous by a vigilance committee.

On the morning of the 11th I received a communication from Colonel Wright, of the Third Georgia Regiment, stating that he was 5 miles from Elizabeth City with 400 of his regiment, at South Mills; that 500 more were expected, and that he would wait to hear from me.

I marched on the 11th by what is called the Desert road to this place with the artillery and a company of the Seventeenth North Carolina Volunteers, which (40 strong), under Lieutenant Lyons, reported to me the preceding night, being part of the force escaped from the naval battery opposite Roanoke Island.

On reaching Winton I found that Colonel Wright had left for Norfolk. This day I remained here, taking up position and opening communication with Elizabeth City.

The remainder of Colonel Wright's regiment arrived last night, and this afternoon a battery of artillery. I had ordered four companies of Colonel Wright's regiment, with one gun, and was about to make a night reconnoissance of Elizabeth City, when I received the order from Brigadier-General H. A. Wise to join him at the Albemarle and Chesapeake Canal, whither I proceeded with the artillery in the morning.

At 10 p. m. I received a note from Colonel Wright, informing me that he had arrived at South Mills, and desiring that his companies should not proceed to-night. In consequence of not knowing whether he ranked me or had any special orders from you, I have abandoned the reconnoissance, but send a small party of artillery soldiers, with teams, to bring off, if possible, a wagon and caisson which had stalled in Elizabeth City, but had been dragged off and concealed about a mile on this side.

I would beg, respectfully, to call your attention to the case of Sergeant Scroggs. According to the report of the citizens, Scroggs was double-ironed on board a Federal vessel in the river, and the Federal officers talked of trying and hanging him as an incendiary. Sergeant Scruggs, son of a Virginia senator, is a gentleman and a soldier, and was acting in obedience to orders from me, of which I am willing to assume the responsibility. I should have sent a flag of truce to-morrow

to the enemy but for the fact of having to march. I leave his case, general, in your hands.

Very respectfully,

C. F. HENNINGSEN,
Col. Fifty-ninth Regt. Va. Vols., Comdg. Artillery of Wise Legion.

General HUGER,
Commanding.

FEBRUARY 13, 1862—6 a. m.

P. S.—The artillery detail has returned, bringing back the wagon, with baggage. They report only six Federal steamers in the river. The guns in the battery spiked and carriages burned.

[C. F. H.]

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, of the appointment of a board for the examination of the U. S. S. Miami.

U. S. S. ROANOKE,
Hampton Roads, February 10, 1862.

SIR: I have the honor to acknowledge the receipt of your two letters of the 7th instant, and, in compliance therewith, have ordered a board of engineers to examine and make trial of the machinery of the steamer *Miami*, and herein enclose you a copy of the order of that survey. The *Miami* will, in all probability, go to sea this day. I also enclose to you the copy of a letter from Captain Van Brunt, relative to the taking Chief Engineer Loring and First Assistant Engineer Bright from the *Minnesota*, and would remark that as the *Merrimack* is pronounced by the rebels themselves a failure, I do not think there is any danger to be apprehended from detaching those officers.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. FRIGATE MINNESOTA, *February 10, 1862.*

SIR: Mr. Loring, chief engineer, and Mr. Bright, first assistant, having been ordered from this ship on duty which will occupy several days and possibly weeks, leaving this ship with only some inexperienced assistants, I consider it my duty to report to you, as the senior officer present, that absence of both these gentlemen at the same time will render my ship inefficient for active service under steam.

I am, respectfully, your obedient servant,

G. J. VAN BRUNT,
Captain.

Captain JOHN MARSTON,
U. S. Frigate Roanoke, Hampton Roads.

[Telegram.]

FEBRUARY 10, 1862.

Detain the *Varuna* to accompany the battery* to Hampton Roads. Take any men you require from the *St. Lawrence*. She will relieve the

* This refers to the U. S. S. Monitor.

Congress at Hampton Roads. Order has been given to ship any men for landsmen.

G. V. FOX,
Assistant Secretary.

Commodore H. PAULDING,
Commandant New York Navy Yard.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Werden, U. S. Navy, commanding U. S. S. Stars and Stripes, to transport to Hampton Roads two bearers of dispatches.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, February 11, 1862.

SIR: Proceed with the U. S. S. *Stars and Stripes*, under your command, to Hampton Roads, taking with you, as bearers of dispatches,* Mr. Van Brunt and Captain L'Amy.

On reaching there you will report to the senior naval officer present, receive from the naval ordnance officer at Fort Monroe a supply of ammunition for the vessels in Pamlico waters, and then return here without delay. I desire that you will use every possible dispatch in carrying out these instructions.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding REED WERDEN, U. S. Navy,
Commanding U. S. S. Stars and Stripes.

Report of Captain Marston, U. S. Navy, senior officer in Hampton Roads, regarding the plan to attack the rudder of the C. S. S. Merrimack.

U. S. S. ROANOKE,
Hampton Roads, February 11, 1862.

SIR: I am this day in receipt of your letter† of the 8th instant, together with its enclosure, for which please accept thanks.

The plan of having a tug to attack the rudder of the *Merrimack* has been adopted some time since, and a special one appointed for that service.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

G. V. FOX, Esq.,
Assistant Secretary of Navy.

Report of Lieutenant Bryson, U. S. Navy, commanding U. S. S. Chippewa, transmitting copy of orders and correspondence with Brigadier-General Williams, U. S. Army, commanding at Hatteras Inlet.

U. S. GUNBOAT CHIPPEWA,
Hatteras Inlet, February 11, 1862.

SIR: On the 7th of February, at 10 a. m., I received your orders‡ to proceed immediately off Nag's Head with the *Chippewa*. At the time your order was received some portions of our engines had been taken

* Regarding battle of Roanoke Island. † Not found. ‡ See p. 540.

apart and on shore for repairs, and a number of boiler makers were on board repairing the boilers, which are in a very leaky condition. I immediately communicated with Captain Marston (through Lieutenant Gherardi, the executive officer of this vessel), asking his instructions as to what I should do under the circumstances, and requesting all the aid he could give me in getting the vessel ready in the shortest possible time. An extra number of men were put on the engines and boilers, and as soon as possible we commenced taking in coal, working all night, and at 12 m. on the 8th we were outside the light, steering for Nag's Head, with about 80 tons of coal in our bunkers. It being very thick, with threatening appearances, I stood off and on all night, keeping the lead going in from 10 to 15 fathoms. At daylight on the 9th we made Nag's Head, and stood in for it as near as I thought it prudent, our least water 6 fathoms. There was blowing a fresh breeze from the northward, and with some sea and a heavy swell and strong current setting on shore. Our nearest distance from the land we judged to be about 2½ miles. We saw nothing of the enemy, nor did I attempt to use our guns, having too much motion on. After remaining off the place until 10 a. m., the wind and sea increasing very much, I determined, after consulting with Lieutenant Gherardi, to proceed at once to Hatteras Inlet. We anchored off Hatteras Inlet about 6 o'clock p. m. of the 9th, but did not get in until the afternoon of the 10th, for want of a pilot. I immediately communicated with General Williams, asking him to give me means of sending a letter to you, which he could not do for the want of an armed steamer. At the suggestion of General Williams, I will proceed at once off Nag's Head again, for, as he says in his reply, "Our arrival off that place at this juncture may be most timely," and on my return will fill up at this place with coal and proceed off Wilmington, unless I shall in the meantime receive contrary instructions from you.

According to directions, I enclose a copy of my orders received from Captain Marston.

I have the honor to be, very respectfully, your obedient servant,

A. BRYSON.

Flag-Officer LOUIS M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

I enclose a report* of the state of our engines and boilers, made by the senior engineer of the *Chippewa;* also the correspondence between General Williams and myself.

[Enclosures.]

U. S. S. ROANOKE,
Hampton Roads, February 8, 1862.

SIR: In compliance with the orders from Flag-Officer Goldsborough forwarded to and received by you yesterday, you will proceed immediately off Nag's Head and execute that order, remaining there three days, after which you will proceed to Hatteras Inlet and communicate with Flag-Officer Goldsborough, and, should he not give you orders to the contrary, you will then proceed to your station off Wilmington, N. C., and prosecute the blockade strictly and vigorously. Please give to Flag-Officer Goldsborough a copy of these orders.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Lieutenant Commanding ANDREW BRYSON, U. S. Navy,
Commanding U. S. S. Chippewa.

* Not necessary to publish.

P. S.—If, on arriving off Nag's Head, you should find the weather too boisterous to execute your orders, you will proceed at once and report to Flag-Officer Goldsborough at Hatteras Inlet.

U. S. GUNBOAT CHIPPEWA,
Hatteras Inlet, February 10, 1862.

SIR: I am directed to communicate with Flag-Officer Goldsborough, and as there are no navy vessels here I would respectfully ask that you will place at my disposal such means as will enable me to carry out my instructions.

I am, respectfully, your obedient servant,

A. BRYSON,
Lieutenant, Commanding.

Brigadier-General WILLIAMS,
Commanding at Hatteras Inlet.

HEADQUARTERS CAMP WARFIELD, NORTH CAROLINA,
Hatteras Inlet, February 10, 1862.

SIR: I hasten to reply to your note and to say it would give me pleasure to afford you the means of reaching Commodore Goldsborough had I an armed vessel at my disposal, and an unarmed one might be lost in the attempt by the way of the sound.

If Roanoke Island be in our possession, which I can not doubt, you may possibly communicate from the *Chippewa* with the commodore across the beach at Nag's Head.

On the 2d instant the *Eastern State* was sent from this with a dispatch from Commodore Goldsborough to the U. S. naval commander on the Wilmington station for a gunboat to cooperate off Nag's Head with the expedition to Roanoke Island. She returned here the 5th, reporting that two of the three vessels off Wilmington were absent for coal, and bringing with her a dispatch from the naval commander at Wilmington addressed to the commander of the *Monticello*, and I think also the gunboat *Chippewa*, supposed by me to be an order for one or both of those vessels to repair to Nag's Head and cooperate with Commodore Goldsborough.

The *Eastern State* was sent by me from this the 6th instant in the direction of Fort Monroe to intercept the *Monticello* or *Chippewa* and deliver the dispatch of the naval officer commanding on the Wilmington station. I am advised of her arrival at Fort Monroe, but not of the delivery of the dispatch.

In the contingencies and uncertainties of combined naval and land operations the arrival at this juncture of the *Chippewa* off Nag's Head may be most timely.

Respectfully, your obedient servant,

T. WILLIAMS,
Brigadier-General, Commanding.

Lieutenant Commanding A. BRYSON, U. S. Navy,
Comdg. U. S. Gunboat Chippewa, Hatteras Inlet, North Carolina.

Letter from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding naval division in Pamlico Sound, regarding the blocking of a link of the Albemarle and Chesapeake Canal.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, February 12, 1862.

SIR: I can hear of nothing either at Edenton or Plymouth worthy of much attention. If, however, hulks are required to block up effectually the link of the Albemarle and Chesapeake Canal connecting North River and Currituck Sound, and they can be procured at either of those places, of course a move thereabouts may be of service, although from what I gather I think none will be found, as most if not all the vessels have probably gone up either the Chowan or Roanoke rivers, to place themselves in safety.

Any vessel that can get over the bar of North River, which is immediately at the entrance of its mouth, can go without difficulty, as I am reliably informed, all the way up to the canal leading into Currituck Sound, but no vessel drawing over 6½ feet, or 7 feet at the utmost, can get over that bar unless the tide be uncommonly favorable, of such a character as does not occur but very seldom. The land on either side of North River up to the canal is marshy, and therefore the settlements are very scarce, do not amount to more, I infer, than two or three, or perhaps four. No resistance whatever need be anticipated in going up, and even at the canal it is not likely that any will be met. Still, of course, one should be on his guard, and not use a vessel too long to be turned round if necessary. From perfectly reliable information in my possession, it is of great importance to us that the link in question should be effectually obstructed, and this I hope you will have accomplished if possible. Might not the *Ellis* be of service to you for the purpose? Send for her if you wish. Her draft of water, I understand, is quite light.

The *Putnam* shall go to the inlet to recoal, etc., as soon as some little work is done to her boiler.

I am very glad that you are destroying thoroughly all the naval vessels and guns of the enemy. Knock the trunnions off the latter, when of no use to us, if practicable, and you think it best.

I have decided to put the prisoners you sent down on parole at once, and hereafter I wish you would do the same thing, observing the form herewith enclosed. We have already upward of 3,000 on hand. They, by being sent here, can see and observe more of our force and doings than I care that they should do. If, contrary to my expectations, anything of interest should have been discovered at Edenton, I beg that you will communicate it to me as early as practicable.

Since writing the above, I have been informed that General Henry A. Wise may be in force in the neighborhood of the link of the canal which I wish obstructed. I desire therefore to put you on your guard, and to say to you not to incur too much risk. Whether you succeed or not, I shall, I know, be perfectly satisfied with your efforts, because I have every confidence in your prudence and determination.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander S. C. ROWAN,
Commanding Second Division U. S. Expedition, Pamlico Sound.

Expeditions to Edenton, N. C., February 12, 1862, and for the obstruction of the Albemarle and Chesapeake Canal.

Preliminary report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

U. S. FLAGSHIP PHILADELPHIA,
Off Roanoke Island, North Carolina, February 14, 1862.

SIR: Since my No. 141, a column of our vessels has visited Edenton and destroyed some eight guns there. I have not, as yet, received the official reports of the transaction. Others are now engaged in obstructing the link of the Albemarle and Chesapeake Canal connecting North River with Currituck Sound, and the work will be done if possible. There are, however, serious difficulties attending it.

I forward herewith a very remarkable letter from Mr. M. F. Maury, late of our Navy, to Flag-Officer Lynch, which was found among the papers of the latter gentleman when his vessel, the *Sea Bird*, was captured by our forces. Accompanying it will be found printed specifications* of the steam gunboats to which the letter alludes.

The *Ellis*, the only vessel of the enemy in fight at Elizabeth City not completely destroyed, is now one of the steamers of our forces. One of her guns is a rifled 32-pounder of 57 hundredweight, and I would be glad to have projectiles sent to me for it. They are made, I think, by our Army, and perhaps at Fort Monroe. We have taken several of these guns, which I propose to use on board our own vessels, and, therefore, would like to have at least 500 of the projectiles, and it would be well, perhaps, if they could be accompanied by a suitable number of filled cylinders.

Until I receive a supply of ammunition, we shall not be able to make any more offensive movements of consequence.

Albemarle Sound has been well swept, and the greatest consternation prevails among the enemy.

When I come to give you the details of the doings of the officers and men under my command you will, sir, I well know, be rejoiced at the dash and gallantry they have displayed. Their deeds are worthy of the best days of any navy on earth.

I am compelled to write this dispatch very hurriedly, as I was not aware until a few minutes ago that an opportunity offered for sending communications North.

I am, sir, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—In our captures off Elizabeth City, some 39 prisoners, officers and men, belonging to the Confederate Navy, were taken by our vessels. I have put them all on parole, as we could not conveniently dispose of them otherwise. Each, however, was made to sign a paper pledging his sacred honor that until duly exchanged he would neither take up arms against the United States, serve against them in any manner or way, nor divulge, to their prejudice, anything he may have heard or seen during his captivity. I sent to General Huger a full account of the transaction. When I say all, I mean all that wished to be released on parole. Nine of the number preferred to remain with us and positively declined to return again to the rebel service or country.

*Not found.

If found reliable, they will be shipped by us, on taking the oath of allegiance.

L. M. G.

[Enclosure.]

SPECIAL SERVICE,
Navy Department, January 19, 1862.

DEAR LYNCH: In my judgment the greatest loss to us since the war occurred yesterday, when Mr. Tyler died. It is to him that we are mainly indebted for these new sinews to our naval arm. Your own letter was apropos. It helped the cause along. I am very solicitous that the enemy should not be aware as to the extent of our preparations, for there is no necessity of letting contractors or anyone else, except the few persons engaged with this armament as a whole, know the extent of it. More is already publicly known of it than I could wish, and I fear the keeping of it to ourselves is out of the question; still the best secrecy is celerity, and we must drive ahead. Minor has the guns in hand; most of the engines and boilers are provided for, and by the end of this week I hope to be able to say that in ninety days or less all the hulls will be ready for the machinery—I should have said the last hull. These difficulties being overcome, this, the great one, that of providing officers and men for 100 steam launches, commences. Pray take the matter up, think it over, and let me have the benefit of your thoughts. Here is where we are at present: A call has been made upon the Army for a transfer to us of all the sailors in the State, and a law has been passed offering a bounty of $50 to all who will ship for the war; also a law for the appointment of 50 lieutenants and masters during the war. The crew of each boat will be about 40, all told. Thus, both officers and men have to be trained and drilled. Indeed, it may be said that the whole force, nearly, has to be created, for most of the officers have to be made and educated; still, with proper encouragement and facilities, that, you will agree with me, is not an impossibility.

We want 100 lieutenants to command these boats. Where are they to come from? Judging from the way things look at present we shall not, I fear, be able to get more than 20 from those now in the Navy. The new law for 50 will, I suppose, give us, say, 30 who were formerly in the old Navy, and who, resigning before secession commenced, have not been admitted into C[onfederate] N[avy]. Where are the rest to come from? My own thoughts suggest as a source of supply the educated youth of the land, young men of the best blood, between the ages of 18 and 25, who have pride, ancestral renown, and family reputation to encourage them and to be sustained. The choice lies between this and merchant captains, pilots, and watermen generally.

Then there are wanting 100 second lieutenants, to be rated as such, or as masters or mates. The rating is immaterial; they are to be second in command and are also to aim the guns. Some of these will come from the Navy and some from those who resigned more than a year ago from the old Navy. For the rest, as in the other case, I would draw upon the blood of the land. By "blood" I mean, as you are aware, no particular condition in life, but all, however humble their condition, whose hearts glow with patriotism, and who, in such a cause, have the spirit to dare and do. These are the "bloods" for me.

Some of the boats are already in a state of forwardness. As soon as they are ready, convert them into school and training and practice ships, send these young aspirants of both grades to them for drill and training. As more are launched, send out the cleverest of them to help

as drill masters. Receive on board also the engineers and crew. Have a receiving ship near and draw from her every hour or so, from sunrise to sunset, a fresh set to be drilled and put through with all the motions. All of which is to be done under the eyes of regularly qualified officers of the service.

Now, considering our means and resources, that all the vessels are steamers of the same model, and that they are intended for bay and river navigation only, I think that we can manufacture a pretty good set of officers and capital guns' crews.

Nevertheless, my friend, we shall, in this, have among our brother officers, I fear, old notions and professional prejudices to contend with. "What, make a man a lieutenant who has never been at sea, and then give him command of a gunboat!"

It is to you and such men as you are, my friend, who are capable of viewing such things by the lights of an unbiased mind and judgment, that I look for support and encouragement in this scheme. If you can chalk out a better, pray let me have it. But if no better plan suggests itself, pray assist me with your influence in gaining countenance and support for this.

The whole expedition is to be subdivided into divisions of five or ten boats each, under the general charge each of a regular navy officer, so that, as a rule, the boats will always move in squads, and the "bloods" will always have their leaders to follow. It is to be ready for sea in one hundred and twenty days, I hope.

Not only so, I want your assistance in another respect: I wish you would point out to me such young men as, in your judgment, would make good lieutenants and masters after this fashion. I can not promise appointments myself, but I can bring their names at the proper time before those who can bestow appointments.

I expect my son John, your pet, here in a day or two. I shall propose to him to try for a master's place in one of these boats. He has been giving his attention to drill, naval gunnery, etc. If he fancies the idea, I wish to offer him as a pledge of my faith in our ability to have this expedition trained and drilled all ready to put out next spring, in June, at any rate. John is a well-behaved and modest lad. Can you let him come to you, for the sake of the school, the drill, and experience, till some of the boats are launched? Be candid, my friend, and don't let your desire to serve me embarrass you in any way. If you can give him any rating by which, in case of accident, he would be entitled to be considered as a prisoner of war, so much the better. At any rate, if you can take him as a supernumerary and work him up as a middy, requiring him to do any and every thing, it will be the "very dandy."

This is a long letter. Sleep on it, and let me hear from you at your convenience.

The boat that is at present proposed as the model for all, is 21 feet beam, 112 feet long, and 6 feet draft, with 171 tons and an armament of a 9-inch gun forward and a 32-pounder aft. I am protesting with all my might against such a large boat and such a feeble stern gun.

That was a clean little dash at the enemy off Newport News. How I wish old Neptune or Mars or some of them would present you with chance and opportunity. I could ask the gods for no greater favor to you, my friend.

Yours,

M. F. MAURY.

Commodore WM. F. LYNCH,
Waters of North Carolina.

N. B.—If you can find room for John, say what bedding, etc., in the way of outfit he shall bring. He could be ready to join you about 1st February.

Detailed report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, North Carolina, February 20, 1862.

SIR: Since my number 142, I have received the official accounts of the visits of our vessels to Edenton, and also to the Currituck Canal, the latter being the popular designation of the link of the Albemarle and Chesapeake Canal connecting North River with Currituck Sound, and have the honor to forward copies of them to you herewith. As you will perceive, sir, the obstructions of this link were mostly the work of the enemy. They are doubtless sufficient to stop effectually all navigation through the Currituck Canal until they be removed, to do which will require no inconsiderable labor.

It escaped me to mention in my last communication that the light-house at Cape Hatteras may now be lighted with perfect safety, and I would respectfully suggest that this should be done forthwith by the directions and agents of our Light-House Board.

I also forward to you herewith a number of printed documents and manuscript papers found on board the enemy's flag-steamer *Sea Bird* at the time of her capture. Some of them at least will be of use to the Department.

The names of the men-of-war vessels captured and destroyed by our vessels since we reached this island are as follows: *Sea Bird*, flag-steamer, destroyed; *Forrest*, steamer, destroyed; *Curlew*, steamer, destroyed; *Fanny*, steamer, destroyed; *Ellis*, steamer, captured; *Black Warrior*, schooner, destroyed; and a new gunboat on the stocks at Elizabeth City also destroyed, making seven vessels in all, and each of the first six, I may add, was remarkably well armed as a gunboat. All of them, except the *Curlew*, were destroyed or captured in the attack at Elizabeth City, and it may be proper to mention that the whole of them, saving, of course, the one on the stocks, was struck by our projectiles of one kind or another in the course of the engagement they had with us off here, on the 7th instant. The *Curlew*, during the engagement of the 7th, was so badly injured by one of our 100-pound shells that she was compelled to seek shelter close under Fort Forrest, where, as soon as our vessels burst through the double row of extensive obstructions (formed by piles and sunken vessels, and at, as we are credibly informed, a cost of $400,000) in order to get at her and also attack the fort, she was set on fire by her own crew, and almost simultaneously the fort, too, shared the same fate from the hands of those who were in it. In about an hour afterwards, in the dark of the evening, both blew up.

May I be permitted again to urge that as many of the new gunboats of light draft as can possibly be dispatched should be sent to me at the earliest moment. Those having a rudder at each end, and drawing at most not over 8 feet of water, are the only ones suitable for our purposes. I should be happy to be permitted to assign commanders to them after they reach here from among the gallant and tried officers I now have with me, and to transfer the individuals who may bring them here to the vacant commands that this arrangement will occasion.

The best of our vessels now here are but exceedingly frail affairs against either forts or batteries of consequence, and have to be handled almost as carefully as though they represented baskets of eggs. Several of them already require extensive repairs, more, I fear, in some cases, than we can effect here with our own resources, which, however, shall be strained to the utmost. Their own guns shake them so violently that their much continued use must result in a disintegration of hulls. Lighter guns would avail nothing against those of the enemy, nearly all of which are heavy and thoroughly well appointed. His favorite gun is the 32-pounder of 57 and 63 hundredweight, beautifully fortified at the breech end by a long and massive wrought-iron cylindrical ring, and so rifled in the bore as to admit the use of round shot and grape, as well as shells, by the simple interposition of a junk wad between the charge of powder and the shot or stand of grape. The range is admirable. The charge he uses is 8 pounds of powder, but our impression is that the quality of his powder is quite inferior to our own, and judging from the flashing of some of it on paper, this is certainly the case. All his forts and vessels that we have examined are provided with these guns. Very wisely, in my judgment, he does not use the percussion fuze. The only one that he does use, so far as we can ascertain, is the ordinary metallic time fuze, precisely ours, even to the run of the screw, regulated in length so as to answer up to twenty-five seconds. In all our attacks percussion fuzes have proved not only worthless, but dangerous to ourselves. We have already secured a number of his guns of the kind I describe. His ordnance arrangements throughout exhibit great skill and ingenuity—admirable workmanship.

The very disturbed state of the people of North Carolina, their great anxiety to ascertain the real object of our mission, and the belief that good will ensue, have induced General Burnside and myself to issue a proclamation, a copy of which will accompany this.

On the 18th instant I authorized Commander Rowan to take with him a number of our vessels and a regiment of the Army, proceed up the Chowan River, enter the Blackwater and Nottoway rivers, and destroy the two bridges of the Seaboard and Roanoke Railroad crossing these streams, and yesterday I authorized Lieutenant Commanding Jeffers to take charge of an army stern-wheel steamer, with two of our armed launches in tow, and some 300 of the Army on board, to proceed into Currituck Sound and there destroy some important salt works in the neighborhood of old Currituck Inlet. Both expeditions are still absent, nor have I as yet received any tidings from either of them, although momentarily expecting to hear that each has been successful. I shall keep this open to the last moment of the departure of the *Baltimore*, under the hope of being able to inform you certainly of results.

February 21.—I have heard from both expeditions. Nothing, I believe, has yet been done in the way of accomplishing the objects proposed. The salt works turned out to be a worthless concern, and they could not be approached by the vessel we dispatched, although she draws less water than anything we have on hand.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Rowan, U. S. Navy, commanding naval division in Albemarle Sound, transmitting reports of commanding officers of the U. S. steamers Louisiana and Underwriter.

U. S. S. DELAWARE,
Off North River, Albemarle, N. C., February 13, 1862.

SIR: I enclose herewith the reports of Lieutenant Commanding Murray, accompanied by the report of Lieutenant Commanding Jeffers, [to] whom he had assigned the duty of closing the Albemarle and Chesapeake Canal.

The work was done to my entire satisfaction.

I would suggest the propriety of sending Lieutenant Commanding Jeffers in the stern-wheel steamer and launches for the purpose of destroying two salt works in Currituck Sound, said to be about 40 miles from this end and owned by a person named Williams.

I enclose Lieutenant Commanding Murray's report of his visit to Edenton with a division of the flotilla under his command.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commanding Naval Flotilla, Albemarle Sound.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Murray, U. S. Navy, commanding second column, regarding the Edenton expedition.

U. S. S. LOUISIANA,
Off Elizabeth City, N. C., February 12, 1862.

SIR: In obedience to your orders I proceeded with this vessel, accompanied by the *Underwriter*, Lieutenant Commanding Jeffers; the *Commodore Perry*, Lieutenant Commanding Flusser; and the *Lockwood*, Acting Master Graves, commanding, to the city of Edenton, west end of Albemarle Sound.

At 8:30 o'clock this morning we arrived off the entrance to the harbor, and, after a careful reconnoissance, we passed in, the *Lockwood* in the advance, to keep the larger vessels informed from time to time of the depth of water in the channel or of the appearance of earthworks on the banks.

At 10 we had undisturbed possession of the town. Part of a flying artillery regiment, variously estimated from 100 to 300, fled precipitately without firing a shot; many of the inhabitants also left in consequence, I was told, of a vile rumor having been put in circulation by the panic-stricken enemy that our havoc was indiscriminate at Elizabeth.

I was happy in being enabled to stigmatize such a report as it deserved and to restore quiet to a very excited population.

There are no fortifications at or in the water approaches to Edenton.

Near Hornblow's Point trees have been felled, possibly with a view to the construction of works.

Among the results of the expedition are the destruction of 8 cannon and 1 schooner (on the stocks) at Edenton.

We captured 2 schooners in the sound, one having 4,000 bushels of corn.

We also took 6 bales of cotton from custom-house wharf.

There were no public stores in the town; the custom-house was empty.

We remained two hours abreast the town, and were visited by the authorities and others, many of whom professed sentiments of loyalty to the old Union.

Very respectfully, your obedient servant,

A. MURRAY,
Lieutenant, Commanding Second Column of Naval Division.

Commander ROWAN,
Commanding Flotilla, Albemarle Sound.

Report of Lieutenant Murray, U. S. Navy, commanding second column, transmitting report of Lieutenant Jeffers, U. S. Navy, commanding U. S. S. Underwriter, of the blocking of the Albemarle and Chesapeake Canal.

U. S. S. LOUISIANA,
Off North River, February 13, 1862.

SIR: I respectfully enclose Lieutenant Commanding Jeffers's report of the blocking up of the Albemarle and Chesapeake Canal.

The work appears to be effectual, Lieutenant Commanding Jeffers having shown his usual zeal and intelligence in this matter.

My thanks are due to all engaged in it. I congratulate you on our continued success.

Very respectfully, your obedient servant,

A. MURRAY,
Commanding Column.

Commander S. C. ROWAN,
Commanding Flotilla, etc.

[Enclosure.]

U. S. S. UNDERWRITER,
Mouth of North River, February 14, 1862.

SIR: On parting company with you at this place yesterday afternoon I proceeded in the *Lockwood*, Acting Master Graves, accompanied by the *Shawsheen* and *Whitehead*, towing a couple of schooners to the mouth of the Albemarle and Chesapeake Canal. On opening the reach of the river leading to the canal I discovered two small steamers and three schooners about a mile and a quarter up the canal and that the mouth of the canal was obstructed.

A picket stationed near the mouth fired their muskets to give the alarm, and a large body of men, whose muskets glittered in the sunshine, got under arms at the point where the vessels were.

I immediately moved up within a couple of hundred yards of the mouth of the canal, until all the vessels grounded, and ordered the *Whitehead* to open fire with her IX-inch gun. But three shells were fired, when the whole body precipitately fled.

On going on shore I found that a schooner had been sunk about 50 yards within the mouth, supported by piles, logs, etc., forming a complete barrier. I at once advanced a picket of 15 men, under the command of Acting Master Graves, followed by the machinists of the *Louisiana* with crowbars, mauls, etc. At the distance of half a mile a second row of piles had been driven—they were at work on this when we surprised them. The steamers and schooners had left before we landed, but a fine, large dredging machine remained, and this we soon saw sinking. This sunk diagonally athwart the canal, closing it entirely for the

passage of the smallest vessels, being, say, 10 feet from one bank, 6 from the other. The machinery was entirely destroyed by the working party, the hull above water burned and entirely consumed.

A resident named Stone, having a store near this point, was interrogated and stated that the force seen was the remnant of the Wise Legion, commanded by Wise in person, and numbering 600 men. Captain Graves, with a few men, followed their rear guard to the county bridge. This is the thoroughfare between Currituck and the upper counties, and there was a battery of three guns placed to command the canal and main road. The guns had been removed.

In their haste they left the axes used in destroying the dredging machine, some canteens, haversacks, and clothing. In fact, as a contraband deserted from the Legion at Elizabeth City told me, "Ever since that fight in western Virginia, in which we lost 500 men, we have been running all the time, and now they will never stop until they get back to Richmond."

I completed the rebel work by sinking two schooners in the mouth of the canal and burning all that remained above water. The work completed, I returned to this anchorage.

My thanks are due to Acting Master Graves and Assistant Engineer Lay, acting chief of the *Louisiana*, for the complete manner in which my directions were carried out.

Respectfully submitted.

WILLIAM N. JEFFERS,
Lieutenant, Commanding.

Lieutenant Commanding A. MURRAY,
Senior Officer, Commanding Expedition.

Proclamation issued by Rear-Admiral Goldsborough, U. S. Navy, and Brigadier-General Burnside, U. S. Army, to the people of North Carolina.

ROANOKE ISLAND, NORTH CAROLINA,
February 18, 1862.

The mission of our joint expedition is not to invade any of your rights, but to assert the authority of the United States and to close with you the desolating war brought upon your State by comparatively a few bad men in your midst.

Influenced infinitely more by the worst passions of human nature than by any show of elevated reason, they are still urging you astray to gratify their unholy purposes.

They impose upon your credulity by telling you of wicked and even diabolical intentions on our part, of our desire to destroy your freedom, demolish your property, liberate your slaves, injure your women, and such like enormities, all of which, we assure you, is not only ridiculous, but utterly and willfully false.

We are Christians as well as yourselves, and we profess to know full well and to feel profoundly the sacred obligations of that character.

No apprehension need be entertained that the demands of humanity or justice will be disregarded.

We shall inflict no injury unless forced to do so by your own acts, and upon this you may confidently rely.

Those men are your worst enemies. They, in truth, have drawn you into your present condition, and are the real disturbers of your peace and the happiness of your firesides.

We invite you, in the name of the Constitution and in that of virtuous loyalty and civilization, to separate yourselves at once from their malign influence, to return to your allegiance, and not compel us to resort further to the force under our control.

The Government asks only that its authority may be recognized, and, we repeat, in no manner or way does it desire to interfere with your laws constitutionally established, your institutions of any kind whatever, your property of any sort, or your usages in any respect.

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.
A. E. BURNSIDE,
Brigadier-General, Commanding Department of North Carolina.

Report of the senior officer in Hampton Roads regarding the probable time for undocking the C. S. S. Virginia (Merrimack).

U. S. S. ROANOKE,
Hampton Roads, February 12, 1862.

SIR: I learn from a man (a Russian) sent on board of me this day by General Wool, and who was at work in the Norfolk navy yard as late as Monday, the 10th, that it is still the intention of the rebels to bring the *Merrimack* down into these waters. That vessel is to be taken out of dock next Monday, but when she will be ready my informant could not say, but probably soon, as everything—provisions, stores, etc.—were being put into her while she was in dock. This man says that the editorial in the Day Book was put in to deceive us, and that the *Merrimack* is not a failure.

I have deemed it my duty to give you this information, and, trusting that we shall be able to give the rebels a warm reception, I remain,

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of the senior officer in Hampton Roads of the presence in those waters of three French vessels of war.

U. S. S. ROANOKE,
Hampton Roads, February 12, 1862.

SIR: I have omitted to report to you the arrival in this place on the 9th instant of the French Government steamer *Gassendi*, and on the same day the steamer *Catinat*, which had sailed a few days previous for Cuba, returned for a supply of coal. These, with the auxiliary steam frigate *Pomone*, number three French vessels of war at present at this anchorage. Another small steamer is daily expected here, when all but the *Gassendi* will leave for the West Indies.

I would avail myself of this opportunity of saying to the Department that the kindest feelings exist between our own and the French officers, and that I have heard from various sources that Commodore Le Marquis de Montaignac has been highly gratified at the manner he has been

received at this place, both by the army and naval authorities, and that in my numerous interviews with him he has not omitted any opportunity of expressing his friendly feeling toward the United States.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, regarding the loss of the prize schooner Mary E. Pindar.

U. S. S. [BARK] GEMSBOK,
Hampton Roads, Virginia, February 12, 1862.

SIR: It becomes my duty to communicate to you concerning the prize schooner *Mary E. Pindar*,* hailing from Edenton, N. C., and captured by this vessel on the 22d September last.

I addressed a letter to Commodore Goldsborough, bearing date December 15, enquiring whether any tidings had been received concerning her or crew. I feel constrained to believe that she must be lost or captured.

I placed her immediately after her capture under the command of William E. Burke, master's mate, and accompanied by the following-named men as crew, and ordered her to proceed to Hampton Roads: Joseph E. Stone, ordinary seaman; Andrew Sweeny, landsman; Patrick Gilfacer, landsman; John Hunter, landsman.

I am, sir, very respectfully, your obedient servant,

EDW. CAVENDY,
Acting Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Arnold, U. S. Navy, commanding U. S. S. Mystic, requesting a rifled gun for that vessel.

U. S. S. MYSTIC,
Off Rappahannock River, February 12, 1862.

SIR: I would respectfully ask for a rifled 24-pounder for this vessel.

I base this request upon the following facts, viz: That the efficient blockade of this river is highly important, because by its mouth pass daily, bound to Baltimore and sea, a large number of vessels; that upon it there are two or more steamers; that at Fredericksburg there is plenty of ship timber with which to build new vessels or strengthen old ones; that the enemy have rifled guns with which to arm their vessels; that any rebel officer of moderate professional abilities might, in my opinion, easily, with the resources that could be afforded him at Fredericksburg and its vicinity, fit out such a force as could in all probability drive the *Mystic* and *Young Rover* from the blockade, or perhaps worse, defeat them; that the *Mystic* has a battery of but four

* This vessel never reached port.—COMPILERS.

medium 32-pounders of 33 hundredweight each, which in these days of rifled guns is insignificant; that the lieutenant commanding of the *Valley City*, with a battery of four 42-pounders, on representing her as requiring a rifled gun for this blockade, succeeded in getting one; and that if by any possible chance a rebel force should get out of this river and into the bay, it would do more damage in a few hours than forty rifled guns would cost. The *Mystic* in her present condition is a poor command indeed, and I feel that even with the addition of a rifled gun she would, for the duty she is now performing, be no more than simply respectable. I trust that the motives which suggest this long letter may prove a sufficient excuse for my having written it, and that the honorable Secretary of the Navy will regard the facts I have enumerated as adequate to meet with his approval of my application for a rifled gun.

Very respectfully, your obedient servant,

H. N. T. ARNOLD,
Lieutenant, Commanding, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, transmitting enclosures advising the presence of an armed vessel at Chincoteague, Va.

NAVY DEPARTMENT, *February 12, 1862.*

SIR: I herewith enclose a copy of a letter, dated the 8th instant, addressed to this Department by the Secretary of the Treasury, together with a copy of its enclosure, in relation to the importance of having an armed vessel at Chincoteague.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH or SENIOR OFFICER,
Hampton Roads, Virginia.

[Enclosure.]

TREASURY DEPARTMENT, *February 8, 1862.*

SIR: I have the honor to transmit herewith a letter from General Lockwood, at Drummondtown, Va., dated the 6th instant, concerning the employment of an armed vessel at Chincoteague, it having been represented to him that large numbers of unruly men frequently assemble in those waters and make hostile demonstrations against the peace of that loyal community. As this is a matter which seems properly to belong to your Department, I refer it to you for such action as you may deem proper.

I am, very respectfully, your obedient servant,

S. P. CHASE,
Secretary of the Treasury.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Subenclosure.]

HEADQUARTERS,
Drummondtown, Va., February 6, 1862.

SIR: My attention has been repeatedly called to the want of an armed vessel at Chincoteague. Mr. Caulk, the inspector at that place,

represents to me that large numbers of unruly men frequently assemble in those waters and make hostile demonstrations against the peace of that loyal community. I furnished Mr. Caulk with a howitzer and ammunition, and also with 50 stand of arms for the protection of the island. Subsequently, however, he has called upon me and represented that a force on the water was necessary. I therefore respectfully submit to the Treasury Department the policy of sending a gunboat into those waters.

This I regard not only as due to the loyalty of the inhabitants, but also as a safeguard to the protection of the revenue.

I am, very respectfully, your obedient servant,

HENRY H. LOCKWOOD,
Brigadier-General, Commanding.

Hon. SECRETARY OF THE TREASURY.

Letter from the ordnance officer, Department of North Carolina, to Captain Case, U. S. Navy, requesting to be furnished with material for cartridge bags.

HEADQUARTERS DEPARTMENT NORTH CAROLINA,
Roanoke Island, February 12, 1862.

CAPTAIN: There is in some of the captured forts on the island a large quantity of shot and shell, but no cartridges. I have on board one of the transports a quantity of powder, but no stuff for cartridge bags. If you have with you any flannel or other stuff which will answer the purpose, and will be kind enough to furnish us, I will be under great obligations to you, as it will enable us to render the batteries effective until I can obtain a supply of cartridges from our own department. I can use to advantage about 80 yards, but will be obliged to you if you will let me have any portion of the above amount that you can well spare. Can you also let me have some needles, and also enough thread to make up the bags?

I am, captain, very respectfully, your obedient servant,

D. W. FLAGLER,
Lieutenant, Ordnance Officer, Department of North Carolina.

Captain CASE, U. S. Navy.

Report of the senior officer in Hampton Roads of the arrival of the U. S. S. Stars and Stripes at that place.

U. S. S. ROANOKE,
Hampton Roads, February 13, 1862.

SIR: I have the honor to report to you the arrival this afternoon of the U. S. S. *Stars and Stripes* from Hatteras Inlet, with dispatches from Flag-Officer Goldsborough to the Department confirming the glorious news received previously from rebel sources. A bearer of dispatches will go in the boat which will take you this.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Bryson, U. S. Navy, commanding U. S. S. Chippewa, of the arrival of that vessel off Nag's Head.

U. S. GUNBOAT CHIPPEWA,
Hatteras Inlet, February 13, 1862.

SIR: I arrived off Nag's Head on the night of the 11th, and at daylight on the 12th stood close inshore until I got in about 14 feet of water. Not knowing whether the enemy were there or not, I threw a few shell on shore by way of making them show themselves. It was not long before I discovered white flags hoisted on the different sand hills and men approaching the beach making such signs as induced me to believe they wished intercourse with me. I hoisted a white flag, manned and armed a cutter, and sent her on shore under the command of Lieutenant Gherardi, to communicate with them, thinking they could give me some information as to the whereabouts of your forces. I learned from two of the men who came on board the gratifying intelligence that Roanoke Island and Elizabeth City had been captured by your forces. They also informed me that a portion of the enemy had retreated to Norfolk, by way of Nag's Head, on the night of Saturday, on which night we saw a large fire on the land, which those men informed me was the burning of the property of the rebels, set fire to by themselves in order to enable them to retreat the faster.

Believing there could be no possible use of our remaining off Nag's Head any longer, I determined to proceed at once to Hatteras Inlet [to] fill up with coal and water.

When the *Chippewa* left Hampton Roads, we left suddenly; our requisitions for stores, etc., were all made out and approved by the senior officer there, but the demand for the services of the vessel seemed to be so great that I left without taking our stores on board. With the exception of soap, of which we have none on board, I think I can make our present stock of provisions last as long as our coal.

I am, respectfully, your obedient servant,

A. BRYSON,
Lieutenant, Commanding.

Flag-Officer LOUIS M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

HATTEPAS INLET,
Morning of February 14, 1862.

SIR: Since penning the foregoing I have received another report from the senior engineer of this vessel in regard to the engines and their (in his opinion) absolute need of repairs. I directed him to make his report in writing, which he has done and which I enclose. Under the circumstances, and with that report before me, I feel it my duty to remain here until I shall receive further instructions from you. I am now engaged in coaling, which I am getting on board as fast as possible.

I am, respectfully, your obedient servant,

A. BRYSON,
Lieutenant, Commanding.

[Enclosure.]

U. S. GUNBOAT CHIPPEWA,
Hatteras Inlet, February 14, 1862.

SIR: I deem it my duty to report to you that, after a careful examination of the engines and boilers of this vessel, I find that the valve gear is so much deranged that I deem it impracticable to run the

engines more than is absolutely necessary to take the vessel into some port where the facilities can be obtained for making the necessary repairs.

The boilers still leak badly, not having the time while at Hampton Roads to make the necessary repairs, which should have been made immediately. Every day the engines are run greatly increases the amount of repairs to be made and the danger of the engines becoming entirely disabled.

Very respectfully, your obedient servant,

WM. MUSGRAVE,
Second Assistant Engineer, in Charge.

ANDREW BRYSON,
Lieutenant, Commanding.

Instructions from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant Bryson, U. S. Navy, commanding U. S. S. Chippewa, regarding the movements of that vessel.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, North Carolina, February 19, 1862.

SIR: I have received your several communications of the 10th [11th],* 13th, and 14th instant, with the papers accompanying them.

Your engines and boilers being entirely new, I am certainly very much surprised at the reports of your engineer with regard to their condition.

Both England and France, as you may perceive by the late papers, are urging grave complaints against the effectiveness of our blockade, and serious threats are thrown out of an intention to break it up unless it be more rigidly conducted.

Owing to the absence of the *Monticello* from Wilmington, in consequence of her crippled condition, we have at this moment, as I understand things, but one steamer off there, and this, too, with vessels in the port determined, if possible, to run the blockade, and thus increase the ground of difficulties with the above powers.

This state of things renders it absolutely necessary that you should return immediately to your station off Wilmington, if it be possible for you to do so, and this is the course I wish you to pursue with the *Chippewa*.

On the other hand, if it be absolutely impossible for you to return there with her, and remain at least until another steamer can be sent to increase the present force (which fact is to be ascertained only by a compliance with the accompanying general order from the Navy Department, which you will have carried out strictly and impartially, at the same time showing this communication to the officers appointed for the purpose), then you will return forthwith to Hampton Roads, report yourself to the senior naval officer thereat, get your vessel fixed without a moment's delay by working day and night, and return to your station, and, if you do go to Hampton Roads, I wish you to say to the senior naval officer that I wish him to institute an additional survey upon your engines and boilers, putting Chief Engineer Loring, of the *Minnesota*, upon it.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Lieutenant Commanding A. BRYSON,
Commanding U. S. S. Chippewa, Hatteras Inlet, North Carolina.

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* See pp. 628.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding Confederate vessels engaged in sinking obstructions in the Cape Fear River, North Carolina.

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., February 14, 1862.

SIR: I have to report to you that this morning at about 8 o'clock I observed two rebel steamers, having one schooner and two lighters in tow, come down onto the inner bar, and when abreast of Fort Caswell and about 100 yards distance from the shore, they sunk two of the lighters and threw overboard a quantity of heavy articles from the others, with the evident view of obstructing the channel.

I immediately slipped the cable of this vessel and stood in as close to the outer bar as I could with safety to the vessel. I then fired one shot from the long 32-pounder gun, which fell short. After completing their object, the rebel steamers returned up the river with the schooner and remaining lighters in tow. Had I been armed with a rifled cannon I could have reached the rebel vessels, as they were not over 2 miles distant. Everything is quiet off this port. My coal will be out about the 10th of March. We are all well on board.

Respectfully, your obedient servant,
O. S. GLISSON,
Commander.

Flag-Officer L. M. GOLDSBOROUGH.

Report of Lieutenant Chaplin, U. S. Navy, commanding U. S. S. Valley City, of the destruction of the engines and boilers of the Confederate steamers Sea Bird and Fanny.

U. S. S. VALLEY CITY,
Off Elizabeth City, N. C., February 14, 1862.

SIR: In obedience to your order of 12th instant, I proceeded to the wreck of the rebel steamer *Sea Bird*, accompanied by Second Assistant Engineer John D. Williamson and Third Assistant Engineer James B. Hitchcock, for the purpose of destroying the engines and boiler of that vessel.

We completely destroyed the walking-beam, cylinder, air pumps, and eccentrics, rendering the machinery totally incapable of further service, and finally fired a 32-pounder shot into the boiler.

We then proceeded to the rebel (captured) steamer *Fanny*, and in a few moments so destroyed her engine and boiler as to render them totally unfit for future service.

I cheerfully bear testimony to the mechanical ability displayed by Mr. Williamson in carrying through the work of demolition.

Very respectfully, your obedient servant,
J. C. CHAPLIN,
Lieutenant, Commanding.

Commander S. C. ROWAN,
Commanding U. S. Flotilla, etc.

Report of the senior officer in Hampton Roads, regarding the satisfactory condition of the engines of the U. S. S. Miami.

U. S. S. ROANOKE,
Hampton Roads, February 14, 1862.

SIR: I beg leave to report the arrival yesterday evening (too late for mail) of the U. S. S. *Miami*, from a three days' cruise at sea, and am

happy to say that I learn verbally that her engine worked very satisfactorily. I hope to receive the report of the board of examiners in time to enclose in this.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Report of Lieutenant Harrell, U. S. Navy, commanding U. S. S. Miami, regarding a trial of the machinery of that vessel.

U. S. S. MIAMI,
Hampton Roads, February 14, 1862.

SIR: I have the honor to report the return of this vessel, after three days' trial of her machinery by the board of engineers, who were ordered for that purpose.

I beg leave to refer you to their report for information on that subject.

The *Miami* steers so very badly as to jeopardize her safety in many situations in which she must necessarily be placed.

I enclose a certificate of the pilot as to her steering qualities.

If I might be permitted to make a suggestion, I would respectfully request that a naval constructor or other competent person be ordered to examine this vessel before any orders are given, in order to ascertain what can be done to improve her steering apparatus.

I have no doubt that greater rudder surface will have the desired effect, but that may be attended with some difficulty, owing to the peculiar formation of the bow and stern.

From my observation during the last three days of the working of the machinery, I have no doubt the alterations which have been and are to be made will make her everything that could be expected of a vessel of her peculiar construction.

She has inspired me with entire confidence, and when a remedy is applied to her rudder, so that she may be steered with some degree of certainty, she will fully realize all that was claimed for her.

I have the honor to be, your obedient servant,

A. D. HARRELL,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary Navy, Washington, D. C.

[Enclosure.]

FORTRESS MONROE, *February 13, 1862.*

This is to certify that I have been employed as pilot on board of the U. S. S. *Miami.* I have been to sea in her for three days. I can say her steering qualities are very bad; it is as much as can be done to keep her within from two to three points of her course. Running with the sea and wind on the beam, she will come up head to wind with her helm hard up.

I have been following the piloting business for ten years, and have piloted all classes of vessels, and I can say I never fell in with her match for bad steering.

CHARLES NUTHALL,
Baltimore Pilot.

Report of the senior officer in Hampton Roads, transmitting a report of the board of examiners on the machinery of the U. S. S. Miami.

U. S. S. ROANOKE,
Hampton Roads, February 15, 1862.

SIR: I herewith enclose the report of the board of examiners on the machinery of the steamer *Miami*, and am happy it is so favorable. The diagrams, log book, etc., go to you in a separate parcel by this day's mail.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

The performance of the *Miami* has been entirely satisfactory. The cause of the apparent failure was simply the neglect of the senior engineer of the vessel to examine and sweep the flues of the boilers, for which I am of opinion he is censurable and should be reprimanded.

B. F. ISHERWOOD,
Engineer in Chief.

[Enclosure.]

U. S. STEAM FRIGATE MINNESOTA,
Hampton Roads, February 14, 1862.

SIR: In obedience to the order of Captain Marston, under date of the 9th instant, we have performed the duty therein assigned us and beg leave to present the following report:

We examined the machinery of the *Miami* on the afternoon of the 9th instant to ascertain its condition before commencing the trial trip. We found the lower steam valve leaking somewhat, and directed its examination, which was done during the night. Some little dirt and grit was found between the back of the valve and the saddle plate. This was removed, and, on replacing the valve, it was found quite tight.

We started on our trial trip about 4:30 p. m. of the 10th, but did not commence our observations until 6 p. m., as it was necessary to adjust some of the instruments beforehand.

We append a full log, with indicator diagrams, which shows upon the face the result of the trial. It will there be seen that at no time was there any want of steam. The early portion of the trip was made with the blower in full operation, excepting (as will be seen by the log) when steaming against strong head wind and rough sea, at which time the reduced revolutions so increased the steam pressure as to render its use unnecessary. From 10:50 a. m. of the 13th the blower was shut off, the ship having been hauled to the wind. At 2:50 p. m., the wind having come out abeam, so as to permit fore-and-aft sail drawing, the blower was put on and the remainder of the trip was made at the rate of 9 knots. In light weather it will be necessary to drive the blower at its highest speed, but with head winds we are convinced that the natural draft will furnish steam sufficient to drive the engine as fast as is desirable.

The changes which we consider necessary are but few, and can easily be made here. They are as follows: The bridge walls being only 10 inches high, it is difficult to prevent the firemen throwing or pushing coal and ashes over them. This can be raised by bricking on top of them without too much reducing the area. The damper registers in

the doors have little or no lap, and when driving the blower hard, the gases are forced into the fire room, but at no time during our trip was the air of the fire room unbearable.

We also recommend a smaller pulley for the blower shaft, that the revolutions of the engine may be reduced. Mr. Danby, the engineer sent by Messrs. Merrick & Sons, and who accompanied us, fully concurs with us in these conclusions and is desirous of making the changes.

The undersigned are aware that their duty proper under their orders is completed here, but it will not be out of place to state herein the causes that led to the failure of the boilers on the first trial, and justice to the senior engineer of the ship, perhaps, demands we should do so. (It is due him to say that, in all our experiments, he has displayed an earnest desire to forward them to a successful issue, though such a result unavoidably places him in a somewhat unenviable position). The principal trouble encountered on that trial arose from the flues having become obstructed by coal and ashes pushed or thrown over the bridge walls by the totally inexperienced firemen composing the engineer's gang of the ship. In consequence the blast driven into the furnaces, finding no passage into the pipe, issued through the doors, filling the fire room with suffocating gas, driving the firemen out, and, of course, doing no duty in forming steam; and, secondly, in consequence of a misconception of the relative positions of the water gauges and the tube sheet, the water was carried at the usual height in the glass, which was much higher than necessary, and which so reduced the steam space as to cause foaming and priming, neither of which evils were experienced by us. In conclusion, we have no hesitation in pronouncing the ship perfectly seaworthy so far as her engine and boilers are concerned.

Very respectfully, your obedient servants,

CHAS. H. LORING,
Chief Engineer U. S. Navy.

GEO. S. BRIGHT,
First Assistant Engineer, U. S. Navy.

THOS. J. GRIFFIN,
Second Assistant Engineer, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of the senior officer in Hampton Roads, regarding the movements of vessels.

U. S. S. ROANOKE,
Hampton Roads, February 16, 1862.

SIR: I beg leave to report that the U. S. bark *Fernandina* sailed this day for Wilmington, N. C.

I have received your telegraphic dispatch ordering the *Miami* to Baltimore, and she will leave this afternoon for that place with orders to report her arrival to you.

The U. S. S. *Stars and Stripes* will take her departure for Hatteras Inlet at 5 o'clock this afternoon. I have put as many ordnance stores as it was possible for her [to] stow on board of her.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Rowan, U. S. Navy, commanding naval division in Pamlico Sound, regarding contrabands.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, North Carolina, February 16, 1862.

SIR: As it is absolutely impossible for us to accommodate more contrabands on board of our already crowded little vessels, I have to direct that no more of them are to be received on board any vessel of the Navy now in these waters. Be good enough to communicate this order as early as practicable to all commanding officers concerned.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Commander S. C. ROWAN, U. S. Navy,
Comdg. Naval Division of U. S. Expedition in Pamlico Sound.

[Telegram.]

FORT MONROE, *February 16, 1862.*
(Received at Baltimore February 17.)

The propeller *Planet* arrived this p. m. from Baltimore, having on board the submarine cable to be laid across the bay from this point to Cape Charles. The line has already been completed from Wilmington, Del., to Cape Charles, and also from the headquarters of General Wool, about a mile up the beach, to the place selected for the crossing. The line will be sunk in a few days and as soon as the necessary arrangements can be made. This department will then be connected directly by telegraph with Washington and New York and the Government and the public will become informed of the important news transmitted hence from twelve to twenty-four hours earlier than at present. The line will be under the management of Mr. William H. Heiss, of the United States Military Telegraph, and will be of the greatest value to the Government. By a flag to-day we hear that Fort Donelson surrendered to General Grant yesterday. Generals Pillow, Floyd, Johnson, and Buckner were taken, together with 15,000 other prisoners. We are also informed that fighting has been going on near Savannah and that that city has probably been captured. *Fernandina* sailed this afternoon. Wind N. E., clear. In anticipation of a visit from Secretary of War, Tenth New York Regiment was ordered to parade at 7 o'clock this morning and Secretary was to be received by salute and other honors.

G. V. FOX.

FULTON.

Report of the senior officer in Hampton Roads regarding the movements of vessels.

U. S. S. ROANOKE,
Hampton Roads, February 17, 1862.

SIR: I have the honor to report the arrival here last evening of the U. S. S. *Harriet Lane*, and herein enclose Lieutenant-Commander Wainwright's report to you, by which you will perceive that the *Harriet Lane* was slightly injured in passing the battery off Shipping Point. This

injury we shall be able to repair in forty-eight hours, when she will proceed to her destination.

The U. S. S. *Baltimore*, Captain Germain, with ordnance stores for Flag-Officer Goldsborough, also came in last evening from stress of weather, but will sail the first favorable opportunity. The bad weather prevented the *Stars and Stripes* from leaving here, but she, too, will be off as soon as possible.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. HARRIET LANE,
Hampton Roads, February 17, 1862.

SIR: I have the honor to report the arrival last evening of the vessel under my command at this anchorage.

I regret to say that on passing the rebel batteries at Shipping Point, on the Potomac River, a shot from them took effect on the port wheel, cutting off an arm and a portion of the outer rim. The master machinist at Fortress Monroe informs me that the damage can be repaired in the course of two days. As soon as completed I shall at once proceed to sea.

I am, with great respect, your most obedient servant,

J. M. WAINWRIGHT,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Harrell, U. S. Navy, commanding U. S. S. Miami, of the arrival of that vessel at Baltimore.

U. S. S. MIAMI,
Baltimore, Monday, February 17, 1862.

SIR: I have the honor to report the arrival of this vessel at this place, in obedience to an order received from Captain John Marston, senior naval officer at Hampton Roads.

Very respectfully, your obedient servant,

A. D. HARRELL,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary Navy, Washington, D. C.

Order of the Secretary of the Navy to the senior officer in Hampton Roads, to furnish information regarding the defenses near Norfolk.

NAVY DEPARTMENT, *February 17, 1862.*

SIR: You will advise the Department, as near as possible, what are the defenses at Sewell's Point, Craney Island, Nansemond River, and any other approaches to Norfolk.

Very respectfully, etc.,

GIDEON WELLES.

Captain JNO. MARSTON, U. S. Navy,
Senior Officer, Hampton Roads, Virginia.

Instructions from Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to the senior officer in Hampton Roads, urging the importance of an effective blockade.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, North Carolina, February 17, 1862.

SIR: The disposition evinced by both England and France, as I infer from the papers recently received, to take every possible exception at the management of our blockade, renders it of paramount importance to the interests of our Government that every exertion should be made to keep it thoroughly effective. It is therefore incumbent on me to urge that you will do everything in your power to keep the vessels detailed by me to guard Beaufort and Wilmington at their stations, and not to allow them to linger longer in Hampton Roads—when they come there for supplies—than is absolutely necessary. As repairs are more likely to involve detention than supplies, in every instance the necessity for them must be rigidly investigated, and all that are not really indispensable must be deferred. In short, every expedient that circumstances will permit must be resorted to to keep the vessels at their work.

As the blockade of the above ports is of a higher consequence than that of the rivers emptying into the Chesapeake, do not hesitate, if necessary for efficiency, to send the *Daylight* off one of them, and a vessel of inferior fitness, if at hand, to take her place—anything available that will answer the purpose.

It is impossible for me, while in these waters, to attend with sufficient promptness to the matter in view, and therefore I must and do intrust it to your own sound discretion. Be good enough to advise me of any changes of stations on the part of our vessels that you may direct, and of any steamers fit to keep the sea that may be added to our squadron. If possible, at least four steamers should be kept off Wilmington and three off Beaufort. Nor should the York and Rappahannock rivers and the station off Lynn Haven Bay be neglected.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Captain JOHN MARSTON,
Commanding U. S. Frigate Roanoke, Fort Monroe, Va.

Report of the senior officer in Hampton Roads, regarding the U. S. S. Stars and Stripes.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, Virginia, February 18, 1862.

SIR: I have the honor to report that the *Stars and Stripes* went to sea this afternoon.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to flag-officers commanding blockading squadrons, transmitting information regarding the fitting out of blockade runners in English ports.

NAVY DEPARTMENT, *February 18, 1862.*

SIR: I transmit herewith for your information an extract of a dispatch dated January 24, 1862, received by the Secretary of State from the U. S. consul at Liverpool, respecting the fitting out of vessels at English ports with a view, as it is supposed, to run the blockade.

Very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, Ship Island.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Flag-Officer W. W. MCKEAN,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

[Enclosure.—Extract.]

U. S. CONSULATE, *Liverpool, January 24, 1862.*

SIR: * * * The *Oreto*, a screw gunboat, is fitting out at one of the docks at this place. She is built of iron and is 700 tons. She is reported for the Italian Government, but the fact of the machinery being supplied by Fawcett & Preston, and other circumstances connected with it, make me suspicious and lead me to believe she is intended for the South.

The *Bermuda* arrived here from Havre yesterday. This is the steamer which ran the blockade.

The *Helen*, Captain Westrelay, which ran the blockade at Charleston some time back (and of which I addressed you in a previous dispatch), cleared on the 23d instant for Rio de Janeiro and sailed the same day. She has on board 400 kegs containing shot and flints, 70 barrels said to contain lead, between 300 and 400 sheets of copper, a quantity of bar iron, and a number of crates said to contain earthenware. She is a bark, 340 tons, hull painted black, bottom coppered; "Helen, Charleston," and some of the carvings on stern painted white, the remainder of the carvings painted black; scroll for figurehead gilded; two boats, keels upward, on quarter-deck, one painted white, the other, bottom white and sides black; two wood-stock anchors painted red, stocks painted black; lower masts painted white, topmasts bright, yards black; house and gallery abaft the foremast. When she arrived at this port, she had flying the Confederate flag. She now sails with the English flag. I am informed she was formerly the *Rowena*, of New York.

A Confederate bark called the *West India*, Captain Foot, arrived here on the 22d instant, flying the Confederate flag. She was loaded with turpentine, and ran the blockade at Charleston on the 24th of December last.

D. C. Lowber, W. H. Brynes, P. Schneider, and J. O. Baker arrived yesterday in the *Etna*.

I am, etc.,

THOS. H. DUDLEY,
U. S. Consul.

Report of Commander Rowan, U. S. Navy, commanding naval division in Pamlico Sound, regarding a reconnoissance of the Chowan River, and engagement at Winton, N. C., February 18–20, 1862.

U. S. S. DELAWARE,
Croatan Sound, Roanoke Island, February 22, 1862.

SIR: I left Croatan Sound on the afternoon of the 18th on a reconnoissance of the Chowan River. The *Hunchback* and *Barney*, having on board the Ninth Regiment New York Volunteers (Hawkins Zouaves), were to follow as soon as possible. The commanders of these vessels were directed to rendezvous off Edenton, there to wait my arrival.

I reached Elizabeth City in this ship at 5:06 the same evening, and, without anchoring, ordered the force there, consisting of the *Louisiana*, *Perry*, *Morse*, *Lockwood*, and *Whitehead*, to weigh and follow me. I stood up the sound, and at midnight found the *Barney* at anchor. The *Hunchback* having grounded in Croatan Sound, I anchored for the night to await her arrival. On the morning of the 19th I moved the force to the head of the sound, and sent Lieutenant Commanding Murray to make a reconnoissance of Plymouth in the *Lockwood*. The *Hunchback* came up in the meantime and anchored. I determined to leave the force off the mouth of the Roanoke, to await Captain Murray's return, and started in this vessel, accompanied by the *Perry*, for Winton, for the purpose of communicating with the Union men said to be in arms at that place, leaving orders for Captain Murray to follow me with all the vessels as soon as he returned. Being desirous of reaching Winton at an early hour, I directed Captain Quackenbush to go at full speed. At 4 p. m. on the afternoon of the 19th came in sight of the wharf and houses at the landing at Winton, the town being hid by a high bluff covered with oak trees. Ranging up past the wharf and bluff, where a negro woman stood, apparently to assure us that no danger need be apprehended, we were in the act of letting go the anchor, when suddenly a force consisting of the First Battery North Carolina Volunteers and a battery of light artillery, commanded by Lieutenant-Colonel William T. Williams, of the First Battalion North Carolina Volunteers, opened a terrific fire of musketry and artillery on this vessel. Volley succeeded volley in rapid succession, striking us one hundred and twenty-five times with musketry, but his artillery overshot us. We were too close under the highland to return the fire immediately; steamed ahead and turned, after some trouble, and opened fire from our shell gun. The *Perry*, Lieutenant Commanding Flusser, being in position, promptly threw a shrapnel among the forces, which was followed by this ship as soon as Captain Quackenbush could extricate her from her position and turn the ship in the narrow river. I ran down past the enemy and anchored my force about 7 miles below Winton. Colonel Hawkins and I decided to return next morning to Winton. At early daylight on the 20th moved up to Winton. The leading vessels threw a few shrapnel on shore to cover the landing of the troops. In a few moments Colonel Hawkins had possession of the bluff, supported by two of our howitzers. The troops moved back toward the town and, meeting no opposition, entered it and destroyed a quantity of military stores, tents, arms, knapsacks, etc., and the quarters occupied by the troops of the enemy. I made signal "Embark troops," which was promptly complied with, and withdrew my force, bringing off a small schooner found at the wharf, and returned to this place, having dispatched Lieutenant Commanding Flusser, of the *Perry*, and the *Whitehead* to watch Elizabeth City.

The officers and crew of this ship showed their usual coolness on this trying occasion. I beg leave to bring to your notice Mr. Gabaudan, my clerk, acting as aid and signal officer, who was with Captain Quackenbush and myself on the upper deck; he is desirous of an appointment in the Marine Corps. I beg your kind offices for him. I must not forget to mention the coolness and presence of mind of the pilot, Nassa Williams, who, in one of the most exposed positions in the ship, was true to his trust and was found at the wheel when Captain Quackenbush went there to give him orders. A sum of money to this poor man would be his best reward.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commanding U. S. Naval Flotilla in Pamlico Sound.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the expedition up the Chowan River.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, North Carolina, February 23, 1862.

SIR: The reconnoitering expedition sent up the Chowan River, about which I wrote you in my communication of the 20th and 21st, has returned, having found it impracticable to ascend the stream beyond Winton. There the enemy, in considerable force, opened a heavy fire upon our vessel in advance, the *Delaware*, with a battery of artillery and musketry, which induced our force to attack it in return, both by landing the Ninth New York Zouaves and with the guns of the vessels that could be brought to bear. The enemy soon took to flight, and the houses he occupied as quarters were burned. Not a man on our side of either arm was injured.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of the senior officer in Hampton Roads, regarding the U. S. S. Harriet Lane.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, February 19, 1862.

SIR: I beg leave to report that the steamer *Harriet Lane* went to sea at midnight.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of the senior officer in Hampton Roads, acknowledging the Department's order regarding the defenses near Norfolk.

U. S. S. ROANOKE,
Hampton Roads, February 19, 1862.

SIR: I am this day in receipt of your letter of the 17th instant, asking information as to the defenses of certain points in this vicinity, and, as soon as the weather becomes favorable, will make the necessary observations and report them to you.

At present the weather is thick, with heavy rain.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Jeffers, U. S. Navy, commanding U. S. S. Underwriter, of a reconnoissance in Currituck Sound, February 19, 20, 1862.

U. S. S. UNDERWRITER,
Off Roanoke Island, February 21, 1862.

SIR: I submit the following report of a reconnoissance up Currituck Sound. At daylight on Wednesday, the 19th, in accordance with General Burnside, I left this anchorage in the stern-wheel steamer *Union*, having on board the battalion of the Fifth Rhode Island Volunteers, commanded by Major Wright, and two 12-pounder rifle guns, towing two launches and a gig manned from this vessel.

The ultimate destination of this force was the destruction of some salt works, said to exist near Old Currituck Inlet.

With some difficulty, owing to the shallow water, we reached a point some 10 miles from the reported location of the salt works, where the channel became so exceedingly narrow and crooked that the steamer grounded several times and finally got fast for a considerable time athwart the channel, a position from which she was extricated with difficulty, and I was forced to return some distance to turn. I anchored for the night, and in the morning, the wind coming out quite fresh from the northward and westward, I did not consider it expedient to renew the attempt, satisfied from my experience of the day before in a calm that the vessel was too unmanageable, as well as of too great draft, to accomplish the proposed end; moreover, the shift of wind to the northward would soon render impassable several shoals over which I had dragged coming up.

On our return, Major Wright, myself, most of the officers, and a few men landed at places on both sides of the sound, had interviews with the residents, and assured them, both by our acts and words, that the persons, property, and rights of all peaceable inhabitants would be respected. The Union feeling is no doubt strong, but fears to give itself expression until our occupation has had a longer continuance.

At one place on the western shore I destroyed a flat pointed out to me as having been used to transport the rebels in their flight from Nag's Head. I brought away a small schooner used by them.

By indirect questioning I heard that the capacity of salt-making establishments had been greatly exaggerated; in fact, that no works

exist. A few miserable sheds and hovels sheltered some kettles in which the people of the surrounding country make a small supply, principally for their own use. If desirable, with the further information obtained by this reconnoissance, an expedition can readily be organized to destroy them.

I have the honor to be, respectfully, your obedient servant,

WILLIAM N. JEFFERS,
Lieutenant, Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the sinking of the U. S. S. I. N. Seymour, February 20, 1862.

U. S. FLAG-STEAMER PHILADELPHIA,
Croatan Sound, February 28, 1862.

SIR: I regret that I must inform the Department that on the morning of February 20 the U. S. S. *I. N. Seymour*, while at Hatteras Inlet, stove a hole in her bottom with an anchor, which had been left in the channel of the bulkhead by an army vessel, and sunk immediately in 9½ feet of water. Everything has been taken from her, including most of the machinery. Her present position is such as scarcely to warrant an effort to raise her. No blame can be attached to Acting Master F. S. Wells, her commanding officer. I have distributed her officers and crew among the vessels of this flotilla, and placed Acting Master Wells in charge of the ordnance on board the chartered schooner *Charles S. Carstairs*, now lying in Croatan Sound.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Wells, U. S. Navy, late commanding the U. S. S. I. N. Seymour, of the loss of that vessel, February 20, 1862.

U. S. S. SHAWSHEEN,
Croatan Sound, February 24, 1862.

SIR: In obedience to your orders of the 18th instant to proceed to Hatteras Inlet with the U. S. S. *I. N. Seymour*, for the purpose of assisting the U. S. S. *Stars and Stripes*, etc., I regret to inform you that while transporting ammunition from the U. S. S. *Stars and Stripes* to a schooner lying at the head of Swash Channel my vessel struck on an anchor which had been left by the transport steamer *Louisiana* in the center and near the entrance of the channel. The vessel sunk before it was possible to run her aground, taking the bottom in 7½ feet of water. From the time she struck till she filled did not exceed two minutes. Lieutenant Commanding R. Werden, of U. S. S. *Stars and Stripes*, came promptly to my assistance, as did also the U. S. S. *Shawsheen*. Lieutenant Werden decided to save everything possible.

We worked till the evening of the 22d instant, by which time everything which could be saved was taken out of her, and abandoned the vessel. The *Seymour's* crew were transferred to U. S. S. *Stars and Stripes*, with the exception of three men who were left in charge of the schooner containing machinery, etc.

I remain, sir, most respectfully, your obedient servant,

F. S. WELLS,
Acting Master, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

[Endorsement.]

I regret to have to forward a communication of this kind to the Navy Department. It will explain itself. The loss of the *Seymour*, however, is of no material consequence, as she was very crank, and her armament light. Her boiler, too, although comparatively new, owing perhaps to the bad quality of the iron, or bad usage, was quite defective.

Most respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

FEBRUARY 24, 1862.

Report of Chief Engineer Stimers, U. S. Navy, regarding the trial trip of the U. S. S. Monitor.

NEW YORK, *February 20, 1862.*

SIR: I have the honor to report to you that the ironclad steamer *Monitor* is at the navy yard.

She left Green Point at 2 p. m. yesterday under steam, but in consequence of the engine builders having set the cut-off valves for backing, instead of her going ahead, we made but slow progress, 40 revolutions per minute of the engines and 3½ knots an hour of the vessel being the maximum performance. The effect of this mistake in the cut-off valves was to admit steam to the cylinder after the piston had performed one-half its stroke, so that the consumption of steam was equal to running full stroke; whereas the effect was only one-half what was due to that consumption, without expansion.

There was another difficulty: One of the blower engines had a valve come off its stem, so that during nearly the whole trip only one was in operation.

We came to anchor off the navy yard at 7:30 p. m., and towed her in to the wharf with a towboat this morning.

In the operation of weighing the anchor this morning I found that the windlass will require some alterations to make it efficient. This, I think, must detain us several days, but I have not been able to see Captain Ericsson yet this morning.

From what I have seen thus far I think your estimate of her speed being 6 knots an hour will prove very correct, though Captain Ericsson feels confident of 8.

Aside from the foregoing easily adjusted difficulties, everything was perfectly satisfactory.

I am, very respectfully, your obedient servant,

ALBAN C. STIMERS,
Superintendent.

Commodore JOSEPH SMITH, U. S. Navy,
Chief Bureau of Yards and Docks, Navy Dept., Washington, D. C.

Order of the Secretary of the Navy to Lieutenant Worden, U. S. Navy, commanding the U. S. S. Monitor, to proceed with that vessel to Hampton Roads.

NAVY DEPARTMENT, *February 20, 1862.*

SIR: Proceed with the U. S. S. *Monitor*, under your command, to Hampton Roads, Virginia, and on your arrival there report by letter to the Department. Commodore Paulding has been instructed to charter a vessel to accompany the *Monitor*, provided none of our vessels are going south about the time she sails. Transmit to the Department a muster roll of the crew and a separate list of the officers of the *Monitor* before sailing from New York.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant JOHN L. WORDEN,
Commanding U. S. Ironclad Steamer Monitor, New York.

Report of the senior officer in Hampton Roads, regarding the defenses near Norfolk.

U. S. S. ROANOKE,
Hampton Roads, February 21, 1862.

SIR: In compliance with your wishes to have the Department advised as nearly as possible what are the defenses at Sewell's Point, Craney Island, Nansemond River, etc., I beg leave to report that as near as can be ascertained from observation and from contrabands the battery at Sewell's Point, on the water side, consists of at least 20 guns, all in barbette, and in a well-constructed fort. In the rear of this battery is another, intended to defend the land side. The strength of this latter is not ascertained, but it mounts several heavy guns. The whole of Craney Island is a fortified camp, mounting at least 30 guns, perhaps more, bearing directly down the river. Above Craney Island and below the hospital is another battery mounting 7 guns, which rake the whole channel. The sloop of war *Germantown* is also anchored off Craney Island, and has 6 or 8 guns. Between Sewell's Point and the land opposite the Rip Raps are several guns mounted, of a large caliber, but which are hidden from view by the trees. At Pig Point is a well-constructed battery mounting 8 or 9 guns; and up the Nansemond are two other batteries, apparently small; also to the north and east of Pig Point are two 5-gun batteries, but not as formidable as that on the point. These constitute all the defenses of the approach to Norfolk of which I have any information.

By a dispatch which I received late last evening from General Wool, I learn that the *Merrimack* will positively attack Newport News within five days, acting in conjunction with the *Jamestown* and *Yorktown* from James River, and that the attack will be at night. I can only regret that the *Roanoke* should be without an engine, and has a deficiency of 180 men in her crew; but you may be assured we shall do our best.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Germain, U. S. Navy, commanding U. S. S. Baltimore, to proceed with that vessel to Washington, D. C.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, North Carolina, February 21, 1862.

SIR: You will return to Washington City, D. C., with the *Baltimore* under your command.

On your way there you will stop at Hampton Roads, deliver to the senior naval officer all the mail bags placed on board of you, and request him to have the letters forwarded, via Baltimore, at the earliest possible moment; or in other words, mailed at Fort Monroe. Show him this communication.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master CHAS. GERMAIN,
Commanding Steamer Baltimore.

[Telegram.]

WASHINGTON, D. C., *February 21, 1862.*

It is very important that you should say exactly the day the *Monitor* can be at Hampton Roads. Consult with Commodore Paulding.

G. V. FOX,
Assistant Secretary Navy.

J. ERICSSON, Esq.,
Constructor of Iron Battery, New York, N. Y.

Report of the senior officer in Hampton Roads, regarding the defective condition of the U. S. S. Whitehall.

U. S. S. ROANOKE,
Hampton Roads, February 22, 1862.

SIR: I have had the steamer *Whitehall* surveyed, and both her machinery and hull are very defective, particularly the latter; and it is highly probable, when her engine is removed, it will be discovered to be still more so than it is now supposed to be, and possibly so rotten as not to [be] worth the expense of repairing. Under these circumstances I would recommend that she should be sent to Philadelphia, or some other navy yard, where she will be under the special supervision of a naval commandant, who can decide whether she is worthy of repairs. If she goes to Baltimore and gets into the hands of outside mechanics I fear the cost will be very great.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of the senior officer in Hampton Roads, referring to the chartered schooner L. B. Myers and the expected attack of the C. S. S. Virginia (Merrimack).

U. S. S. ROANOKE,
Hampton Roads, February 22, 1862.

SIR: The schooner *L. B. Myers* is now loading with provisions of all kinds, except sugar, of which there is none here. If, however, there had been, the schooner could not have taken it, as she is full even to the cabin; the sugar, however, will be forwarded by the first opportunity. I enclose invoice and bill of lading, all of which I hope will arrive in good time. I have directed Captain Somers (a grand-nephew of Tripoli Somers) to go directly up the sound to any point where you may be. He is well acquainted in those waters, having been an old trader there, and as his vessel will draw, when light, only 4 feet, he may be able to render you some service. I also enclose to you the charter of the *L. B. Myers*, signed by Captain Somers and myself. Captain Somers will sail as soon as the weather is favorable. At present it is not so—thick and rainy.

The different ships of your squadron hoisted at sunrise this morning the American flags at the main and mizzen, with French flag at the fore. At 12 o'clock all the ships having proper armament will fire a salute of thirty-four guns. I have deviated from the general order relative to salutes, believing in this period of the history of our country the whole Union should be represented. I communicated yesterday with Commodore le Marquis de Montaignac and informed him of the programme, and he, with much courtesy, replied that he should participate in it, and at sunrise the four French vessels now here hoisted the American flag at the fore and French flags at the main and mizzen, and the *Pomone* will fire thirty-four guns at 12 o'clock.

I would remark that much kindness of feeling exists between the marquis and myself. A few days since I received a note from him written on red, white, and blue paper, with the American coat of arms at the corners, surrounded by the motto, "Union and the Constitution." This may be a small affair, and it may be a significant sign, for I can hardly think the marquis would have done such a thing had he not received a hint from higher authority.

We are still in expectation of a visit from the *Merrimack*. Night before last General Wool sent me off a dispatch he had received from Norfolk, informing him that "the *Merrimack*, in conjunction with the *Yorktown* and *Jamestown*, would attack Newport News within the next five days; the attack will be at night." When I think of this ship's crippled condition—no engine and 180 of her crew deficient—it makes me sick at heart; but we shall do the best we can. We are all ready to slip, and have the *Young America* and *Dragon* to attend us. The *Cohasset* and *Zouave* are at Newport News, and the *Rescue* is intended to cripple, if possible, the rudder of the *Merrimack*.

You will observe that the charter of the *L. B. Myers* allows us to keep her one month, or thirty days, and afterwards $22.50 for every day's detention; but if you should discharge her within the specified month, she will still be entitled to the sum of $600.

Trusting that everything will reach in safety and in good time, I remain, very respectfully, your obedient servant,

JOHN MARSTON,
Captain.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hatteras Inlet.

Letter from the Secretary of War to the Secretary of the Navy, transmitting information regarding the expected attack upon Newport News by the C. S. steamers Virginia (Merrimack), Yorktown, and Jamestown.

WAR DEPARTMENT,
Washington City, D. C., February 22, 1862.

SIR: I have the honor to transmit herewith for your information and official action a copy of a dispatch just received by special messenger from General John E. Wool, commanding at Fortress Monroe.

Very respectfully, your obedient servant

EDWIN M. STANTON,
Secretary of War.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., February 20, 1862.

SIR: I hasten to send the copy of the dispatch just received from Norfolk. In five days the *Merrimack* (steamer), in conjunction with the *Yorktown* and *Jamestown*, will attack Newport News, supported by a land force. The attack will be made in the night. We want a larger naval force than we have at present. I will be prepared for them on the land. The Secretary of the Navy ought to be informed.

I have the honor to be, very respectfully, your obedient servant,

JOHN E. WOOL,
Major-General.

Hon. EDWIN M. STANTON,
Secretary of War.

P. S.—The dispatch alluded to I sent to Cape Charles to be telegraphed. Major Jones, aid-de-camp, who went there with the dispatch, has not yet returned. It being half past 4 p. m., I forward my dispatches by a special messenger. I intended to have done so yesterday, but was prevented by the early departure of the steamer.

JOHN E. WOOL,
Major-General.

Letter from the senior officer in Hampton Roads to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding affairs in that vicinity.

U. S. S. ROANOKE,
Hampton Roads, February 23, 1862.

MY DEAR GOLDSBOROUGH: I have this moment heard that the steamer *Eastern State* leaves in an hour for Hatteras, and I avail myself of the opportunity to say that the *L. B. Myers*, with your provisions, stores, etc., is loaded, and will sail as soon as the weather is favorable for her. I have kept for her all my letters, papers, etc., as I have ordered her to go directly to you, no matter where you may be. If you should get this first, you can send orders to the inlet in case you would not wish the *L. B. M*[*yers*] to come up the sound to you.

Van Brunt has, I presume, kept you fully posted in everything that is going on, but really I have not had time even to write to Mrs. M. The Department keeps me employed constantly. To-day a double mail came, and I have been half crazy.

I hear that General Wool and staff have gone by invitation to Norfolk. I am inclined to think it is Craney Island and not Norfolk. But what he can be invited over there for I can not conceive, unless they are inclined to give up. The blow you gave them at Roanoke, followed by the victory at Donelson, has staggered the rebels a great deal, and I should not be surprised to hear of anything. You know General McClellan said some time since that when the rebellion began to go it would go quickly.

We got through the 22d very well, though the weather was wretched. The French commodore participated with us, which I acknowledged in a letter this morning.

But I must hurry, or I shall miss the opportunity. [Wm.] Smith is detached from the *C[ongress]* and ordered south; no substitute. Livingston is relieved on a sick ticket, and Commander Radford has taken command of the *Cumberland*.

Remember me most kindly to Case, and also all my friends, and believe me, in much haste, truly and affectionately, yours,

JOHN MARSTON.

Flag-Officer GOLDSBOROUGH.

Letter from Captain Van Brunt, U. S. Navy, commanding U. S. S. Minnesota, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, referring to the expected attack of the C. S. S. Virginia (Merrimack).

U. S. S. MINNESOTA,
Hampton Roads, February 23, 1862.

MY DEAR GOLDSBOROUGH: I have this moment learned that the *Eastern State* is to leave for Hatteras this evening, and I only write this to tell you that we are all well on board and anxiously expecting the long-looked-for *Merrimack*. We are told that she came out of dock on Monday last and is everything they expected to make her; in other words, a complete success. We are all ready, and the sooner she gives us the opportunity to test her strength the better.

I send you your trunk containing clean clothes for you and Case. There have been several arrivals of troops here within a few days (about 4,000), all of which have been immediately sent to Newport News, as General Wool believes a combined attack will be made upon that point.

I send you all the late papers with your mail, which will give you all the glorious news from the West. I think it rather unfortunate that the Western victory came so immediately after yours, as it had a tendency to throw yours in the shade; however, you will give them some more glorious news soon. I see by last accounts from Hatteras that you are again preparing to be off. If there is anything I can do for you here, it will give me pleasure if you will inform me.

I hope Henry [Van Brunt] executed his mission to Washington to your satisfaction.

Please remember me affectionately to Case and Rowan, and believe me, my dear Goldsborough,

Your friend, truly and affectionately,

VAN BRUNT.

Flag-Officer L. M. GOLDSBOROUGH.

Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding Acting Master Robinson, U. S. Navy.

NAVY DEPARTMENT, *February 24, 1862.*

SIR: Major-General McClellan desires the services of John F. D. Robinson, who is supposed to be a pilot or master's mate in some one of the vessels under your command. If he can be spared, you will send him to Washington. Should the public service admit of your returning to Hampton Roads within two weeks, you will report in person to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Roanoke Island.

Confidential letter from the Assistant Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding proposed operations.

NAVY DEPARTMENT, *February 24, 1862.*

MY DEAR SIR: An official letter goes to-day stating that the Department would like to see you in two weeks, if the public service will admit.

General McClellan is cutting out some big work, which requires your cooperation; but, as our army friends change their minds pretty often, I would not leave anything undone which you may have in hand, as we can write again if the matter gets urgent. The general tells me that he has written to Burnside to press the New Berne and Beaufort matter as the most important. I think that plan the best, as it gives us a fine base to push any number of troops into the interior, so that with North Carolina and Tennessee in our possession, or nearly so, we divide them.

The *Powhatan* will be ready in about three months. I do not see why Rowan should not have her for that gallant dash past their forts.

How came that 80-pounder rifled gun to burst? Maury's letter has been published. The rebels are getting it all round, but it is not yet finished.

Yours, truly,

G. V. FOX.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Flye, U. S. Navy, late commanding U. S. S. R. B. Forbes, regarding the loss of that vessel, February 25, 1862.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, February 27, 1862.

SIR: I regret to have to inform the Department that the U. S. S. *R. B. Forbes*, under my command, was wrecked about 1 o'clock, on the morning of the 25th instant, about 4 miles to the south of Currituck Inlet.

I sailed from New York in company with the U. S. gunboats *Westfield*, *Clifton*, and *J. P. Jackson*, having received orders from Commander D. D. Porter to accompany them to the south of Cape Hatteras.

During a severe gale on the 24th instant, the gunboats stood in to the N. and W., the *R. B. Forbes* following them. I was on deck until midnight. My orders to the officers of the watch were to follow astern of the *Westfield*. About twenty minutes of 1, on the morning of the 25th, Acting Master J. H. Hammond, who was officer of the watch, informed me that the gunboats were standing to the eastward. I ordered him to go about and follow them, but had hardly given the order before the *Forbes* struck the ground. The engines were immediately reversed to endeavor to back her off, but it was without any effect. The vessel soon settled so much in the sand that one of the propellers was broken and the others would not work. As soon as it was light I succeeded in landing all my crew and most of their effects. Early yesterday morning the gunboat *Young America* came to our assistance. As it was utterly impossible to expect that the *R. B. Forbes* could ever be got off, I deemed it my duty to destroy her, so that she might not fall into the hands of the rebels.

Therefore, having saved as much of the Government property as was possible, I set her on fire, and then embarked all of my officers and men on board the *Young America*. We reached the U. S. steam frigate *Roanoke* last evening. As soon as possible I shall forward to the Department a list of the property saved from the wreck.

I respectfully request that a court of enquiry may be ordered in regard to the circumstances of the loss of my vessel.

I am, respectfully, your obedient servant,

WILLIAM FLYE,
Acting Volunteer Lieutenant, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Commander Rowan, U. S. Navy, commanding naval division in Pamlico Sound, to Lieutenant Franklin, U. S. Navy, to forward by flag of truce a letter from Major-General Huger, C. S. Army.

U. S. S. DELAWARE,
Roanoke Island, February 25, 1862.

SIR: You will receive by the *Shawsheen* a letter from Major-General Huger, commanding Department at Norfolk, which you will please forward to Elizabeth City in one of your boats with a judicious officer under a flag of truce. You will direct the officer not to remain a moment after delivering the letter, nor allow the crew to hold any conversation with the people on shore.

I send the *Shawsheen* to relieve the *Whitehead*. You will please order the commander of the *Whitehead* to report to me without delay, directing him not to land on the river or hold communication with the shore on his way hither.

Captain Behm will be very vigilant to guard against surprise at night from boats or vessels, and keep slip buoys on his chain in case of surprise.

Very respectfully, your obedient servant,

S. C. ROWAN,
Commanding Naval Flotilla, Pamlico Sound.

Lieutenant Commanding FRANKLIN, or, in his absence,
Captain BEHM,
[*Acting Volunteer Lieutenant*].

Letter from the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting information regarding the building of the Confederate gunboat Oreto.

NAVY DEPARTMENT, *February 25, 1862.*

SIR: I transmit herewith for your information an extract of a dispatch dated the 4th instant, received by the Secretary of State, from the U. S. consul at Liverpool, relative to the gunboat *Oreto* or *Oretis*.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. CONSULATE,
Liverpool, February 4, 1862.

SIR: In my last two dispatches I called attention to the iron screw steam gunboat *Oreto* or *Oretis*, being built at Liverpool and fitted out by Fawcett, Preston & Co. She is now taking in her coal, and appearances indicate that she will leave here the latter part of this week without her armament. The probability is she will run into some small port and take it and ammunition on board. This of itself is somewhat suspicious. They pretend she is built for the Italian Government, but the Italian consul here knows nothing about it. There is much secrecy about her, and I have been unable to get anything definite about her, but my impressions are strong that she is intended for the Southern Confederacy. She has one funnel, three masts, bark-rigged, eight portholes for guns on each side, and is to carry 16 guns.

The brigantine *Fanny Lewis*, loaded with cotton and rosin, under the Confederate flag, from Charleston, arrived here last night. She left Charleston about the 1st of January.

* * * * * * *

THOS. H. DUDLEY.

Letter from Brigadier-General Mansfield, U. S. Army, commanding at Camp Butler, to the Secretary of the Navy, transmitting diagram and information regarding the York River batteries.

NEWPORT NEWS,
Camp Butler, February 25, 1862.

SIR: I wrote* to you the other day, and then stated I would send you further information.

Accordingly, I enclose a sketch, which is a diagram, in which I have written facts which you can rely on. I think it important the Navy should be in possession of all matter against which it may have to contend before the war be over.

Very respectfully, your obedient servant,

J. K. F. MANSFIELD,
Brigadier-General, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

See p. 671.

[Enclosure.]

1. At Gloucester Point there are 14 large columbiads on the water battery.

2. At Yorktown there are three batteries, one of 4, one of 7, and one of 3 heavy columbiads on the water battery.

3. At 2 miles below Yorktown at *m*, concealed in the wood, are two batteries on the water, of Dahlgren guns each, and completely masked, only intended to be used when vessels are engaged with other batteries.

4. At *a* there are 2 rifle guns that can fire on both water and land.

5. At *b b b b* are 4 columbiads.

6. At *c c c c* are 4 carronades.

7. At Ship Point (supposed to be York Point on the map) are 10 navy columbiads in a water battery.

8. At *f* are 23 bales of cotton piled, and at *g* about 20 bales cotton and tar in barrels (supposed to be ready for fire vessels to descend on our shipping).

9. A telegraph extends along the belted road to York [Yorktown?], and thence to Williamsburg.

10. Two schooners with 2 pivot guns each at the mouth of the river (station).

Respectfully submitted to the honorable Secretary of the Navy, Gideon Welles.

This information I have from a reliable source. The sketch I have drawn simply as a diagram.

J. K. F. MANSFIELD,
Brigadier-General, Commanding at Camp Butler.

Report of the senior officer in Hampton Roads regarding the condition and movements of the U. S. vessels in those waters.

U. S. S. ROANOKE,
Hampton Roads, February 26, 1862.

SIR: I am in receipt this day of your letter of the 17th instant, and in reply beg leave to say that, with you, I am fully alive to the necessity of keeping a rigid and strict blockade. Circumstances, however, have been such as to prevent the fulfillment of my wishes on that point being carried out as closely as I could wish. The steamers *Albatross* and *Monticello* are now at Baltimore, having been condemned for repairs by a board of survey. Both these vessels will now soon, I hope, be in readiness to resume their stations.

The only vessel of the blockading force now here is the *Gemsbok*, having come for repairs and provisions, and as soon as she can get her wood she will again go south.

The tug *Whitehall* has been found so rotten that I have written to the honorable Secretary for permission to send her to Philadelphia, doubting in my own mind whether she is worth repairing. Mr. Thompson, carpenter of the *Minnesota*, says he does not know what prevents her whole bottom falling out, so perfectly rotten are her timbers and keelson. The *Cohasset* has been found to leak so badly that, after having had a survey held on her, I have ordered her to Baltimore. She could not be repaired here, as she must go on or into a dock.

This, you will observe, reduces our tug force very much, which, at this time, when we are expecting the *Merrimack*, is felt most sensibly.

I have received an order from the Department to send the *Congress* to Philadelphia as soon as the *St. Lawrence* arrives at this place. I have before informed you that Captain Smith, of the *Congress*, has been detached and is ordered south. He is still here.

On the 24th we had the heaviest gale from the northwest that has been known for many, many years, and I trust it did not injure your fleet. The schooner *L. B. Myers*, with provisions, stores, etc., for you, sailed a short time previous to its commencement, but as she is a strong and stanch vessel I do not have any apprehensions for her safety. The gale has caused sad havoc to the steamers of the bomb fleet. The *Clifton* and *John P. Jackson* came in yesterday much disabled, and I have ordered both to Baltimore for repairs. The *R. B. Forbes* is on shore about 25 miles south of Cape Henry, and I fear she will be lost. I sent the tug *Young America* last evening to her assistance, and I pray she will arrive in time to afford it. I endeavored to get the *Spaulding* from the Quartermaster's Department to go down, but was unsuccessful. This morning I sent the *Cambridge*. The *Spaulding*, which came

in yesterday afternoon and reported the *Forbes* on shore, says her flag was union down and her foremast gone. The sea was too high for the *Spaulding* to go to the assistance of the *Forbes*.

The steamer *Westfield*, Commander Renshaw, sailed in company with the *Clifton*, *John P. Jackson*, and *Forbes*, and as nothing has been heard of her I can not but have serious apprehensions for her safety. I shall send this by first opportunity; at present time there is none.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain.

Flag-Officer L. M. GOLDSBOROUGH.

Report of the senior officer in Hampton Roads of the departure of the French frigate Pomone.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, February 26, 1862.

SIR: I beg leave to report that the French frigate *Pomone* went to sea this morning, leaving the *Gassendi* and *Catinat* here.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of the senior officer in Hampton Roads of the arrival of the U. S. vessels Chippewa and Amanda.

U. S. S. ROANOKE,
Hampton Roads, February 26, 1862.

SIR: I have the honor to report the arrival this evening of the U. S. S. *Chippewa* and bark *Amanda*.

The former brings an order from Flag-Officer Goldsborough to have her machinery surveyed, and the latter comes from off Wilmington, N. C., for provisions, stores, etc., and for repairs.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Chief Engineer Stimers, U. S. Navy, of the expected sailing of the U. S. S. Monitor.

NEW YORK, *February 26, 1862.*

SIR: The *Monitor* would have gone to sea this morning, but was detained for her ammunition. At dusk this evening, however, the last shell was snugly stored, and we sail at daylight in the morning, unless the weather prove unfavorable.

The draft of water, taken at the extremes of upper vessel, is: Forward, 9 feet 2 inches; aft, 10 feet 5 inches; mean draft, 9 feet 9½ inches. She has 80 tons of coal in the bunkers, which will lighten the stern as it comes out, and I consider it advisable that she shall always trim by the stern at sea, as when a sea breaks over the bow it has to sustain the superincumbent weight of the wave while it rolls across, which, of course, depresses it, and if we trimmed to an even keel in smooth water we would always be down by the head when underway in rough weather.

I have not yet had time to describe her completely to you, and perhaps had better defer it now until called upon by you to give you the "list of omissions" contemplated in the contract.

I am, very respectfully, your obedient servant,

ALBAN C. STIMERS,
Superintendent.

Commodore JOSEPH SMITH, U. S. Navy,
Chief of Bureau of Yards and Docks, Navy Dept., Washington, D. C.

Report of Lieutenant Worden, U. S. Navy, commanding U. S. S. Monitor, of the departure and return of the U. S. S. Monitor.

U. S. S. MONITOR,
New York, February 27, 1862.

SIR: I have the honor to report that the U. S. S. *Monitor*, under my command, left the navy yard this morning to proceed to sea. In going down the East River she steered so very badly that I deemed it advisable not to proceed farther with her. I therefore returned, and am now at anchor off the navy yard.

Chief Engineer Stimers will immediately call on Mr. Ericsson to ascertain from him what he proposes to do to remedy the defect in her steering apparatus.

Respectfully, your obedient servant,

JOHN L. WORDEN,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to the senior officer in Hampton Roads, transmitting information regarding the breach of blockade in York River by the schooners Thomas Benjamin and Mary Ellen.

NAVY DEPARTMENT, *February 27, 1862.*

SIR: Your attention is invited to the accompanying copy of a letter, dated the 24th instant, addressed to the Department by Brigadier-General Mansfield, commanding at Camp Butler, Newport News, who states that he has reliable information that two schooners, the *Thomas Benjamin* and *Mary Ellen*, run the blockade at the mouth of York River about once a fortnight.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain JOHN MARSTON,
Senior Officer, Hampton Roads, Virginia.

[Enclosure.]

CAMP BUTLER, *Newport News, February 24, 1862.*

SIR: From reliable information I am able to inform you that two gaff-topsail schooners, *Thomas Benjamin* and *Mary Ellen*, run the blockade at the mouth of York River about once a fortnight, with valuable return cargoes. Where they obtain their cargoes, whether at Baltimore, Philadelphia, New York, etc., I am unable to say.

I think it would be well to trace these vessels at some one of our large ports. They probably take oysters or sweet potatoes as far as Maryland and get in return, perhaps, salt, percussion caps, coffee, sugar, etc.

I shall write to you again in a few days and give you an account of sundry batteries and masked batteries from Yorktown to the mouth of the river.

Very sincerely and truly, your obedient servant,

J. K. F. MANSFIELD,
Brigadier-General, Commanding at Camp Butler.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Brigadier-General Mansfield, U. S. Army, commanding at Newport News, returning thanks for information regarding the breach of blockade at the mouth of York River.

NAVY DEPARTMENT, *February 27, 1862.*

[SIR:] The Department returns its thanks for your letter of the 24th instant. The senior commanding naval officer at Hampton Roads has been written to concerning the two schooners that are in the habit of running the blockade at the mouth of York River, and the Secretary of the Treasury has been also addressed on the subject, so that the vessels may be traced to their port of clearance, if possible, and such action taken as the case demands.

I am, respectfully,

GIDEON WELLES.

Brigadier-General J. K. F. MANSFIELD,
Newport News.

Report of the senior officer in Hampton Roads, acknowledging the Department's information regarding the breach of blockade at the mouth of York River.

U. S. S. ROANOKE,
Hampton Roads, February 28, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 27th instant, enclosing me a letter from General Mansfield, copies of which will be sent to the commanding officer off the York River by the earliest opportunity.

I beg leave to report that the *Gemsbok* went to sea this day.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Captain Van Brunt, U. S. Navy, commanding U. S. S. Minnesota, to Flag-Officer Goldsborough, U. S. Navy, regarding affairs in Hampton Roads.

U. S. SHIP MINNESOTA,
Hampton Roads, February 28, 1862.

MY DEAR GOLDSBOROUGH: I send by the *Thomas Jefferson* all the letters and the latest papers. The boat did not arrive from Baltimore this morning until 10 o'clock. I am told she was detained to bring the news that General McClellan had made a forward movement, and there is a rumor that General Banks had been repulsed at Winchester, Va., and another that he had been taken prisoner. All the means of conveyance had been seized to convey troops from Washington. One thing is certain, they are fighting on the Potomac. I will send you the result by the earliest conveyance. You know how little reliance can be placed upon reports, but I give you what I have heard within the last hour. We shall undoubtedly know more [by] to-morrow's boat. I sincerely hope the report respecting Banks is not true.

We have nothing new here; all is quiet. The *Merrimack* is still invisible to us, but report says she is ready to come out. I sincerely wish she would; I am quite tired of hearing of her.

What are you doing? The last we heard of you was that you were preparing for another expedition. Go ahead and prosper is the earnest wish of all your friends. For myself, I am heartily sick of this state of inactivity. They are sending down troops here slowly, and I presume an attack upon Norfolk is contemplated, but when! That is the question.

The *R. B. Forbes* went on shore about 25 miles south of Cape Henry in the gale on Monday last. We sent down the *Young America*, brought up the officers and crew, and such articles as could be saved, and burned her. The *Young America* arrived just in time to prevent them all from becoming prisoners, as a rebel force was then in sight.

The chaplain, Mr. Jones, has just come in and says:

> General Banks has crossed the Potomac with 40,000 men, and that General McClellan has gone to his assistance with 30,000. I send you these reports as they were given to me. One thing is certain, "Something is up."

* * * * * * *

VAN BRUNT.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hatteras Inlet.

Letter from Brigadier-General Burnside, U. S. Army, commanding Department of North Carolina, to Commodore Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, requesting transportation for troops.

THURSDAY, *February 28, 1862.*

MY DEAR COMMODORE: I looked for you to-day until 1 o'clock. Hope you will come ashore to-morrow with Captain Case, take a ride, and dine with us at 3 o'clock.

I have organized two bridge-burning parties, one for New Berne and the other for Washington [N. C.]. They want to start at 8 o'clock to-morrow morning, and are fully equipped with boats, provisions, etc., but want to be transported to Brant Island [North Carolina]. Is it possible for you to send one of the boats that you intend to remain

below, to carry them down that far? I feel sure they will accomplish the work.

Yours, very truly,

A. E. BURNSIDE.

[Flag-Officer L. M. GOLDSBOROUGH.]

Report of the senior officer in Hampton Roads, referring to the wreck of the U. S. S. R. B. Forbes.

U. S. S. ROANOKE,
Hampton Roads, February 28, 1862.

SIR: Since I wrote to you on the 26th instant, my fears relative to the safety of the *R. B. Forbes* have been realized. On the evening of the 26th the tug *Young America* returned to this place, with all the officers and men of the *Forbes*, having found that vessel on shore and a total wreck, about 4 miles from Currituck Inlet. Previous to leaving the *Forbes*, all her small arms, chronometers, spyglasses, etc., were put on board the *Young America*, when she was fired, and, as reported by Lieutenant Commanding Flye, totally destroyed. We have on board all the officers (13) and men (51) of the *Forbes*.

I have informed the Department of the loss of the *Forbes*, and enclosed the reports of her commander. I am happy to say that I believe the *Westfield* is safe, as a large ferryboat steamer was seen on the 25th instant, 20 miles north of Cape Hatteras, standing to the southward.

Since my last, the *Chippewa* and the *Amanda* have come in for stores, provisions, and repairs. The former I hope to make short work of, and get her away again in two or three days. The latter has been handled rather roughly by the constant bad weather, and will require some repairs, but you may be assured she will not be detained a moment longer than is necessary. I received yesterday from Lieutenant Commanding Arnold the report of the survey on the engine of the *Mystic*. That report I submitted to Chief Engineer Loring, asking his opinion what had better be done, and that officer recommended that the *Mystic* should come here, as she could be of no service off the Rappahannock, and all her repairs could be done at this place. I have accordingly ordered Lieutenant Arnold to come here with the *Mystic* as soon as possible.

I need not say to you how anxious I feel at this constant decrease of the blockading force, but under the circumstances it could not be avoided, and I hope soon to have everything straight again. The *Gemsbok* has gone to sea.

I remain, your obedient servant,

JOHN MARSTON,
Captain.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Chief Engineer Stimers, U. S. Navy, of the readiness of the U. S. S. Monitor for another trial.

NEW YORK, *February 28, 1862.*

SIR: The *Monitor* left the navy yard yesterday morning for Fortress Monroe, but did not proceed far before it was ascertained that the man

at the wheel had not sufficient command over the rudder to enable him to steer the vessel, and we returned to the anchorage off the yard, where she now lies.

Captain Ericsson is now multiplying the power of the wheel over the rudder, and will have it ready for another trial by to-morrow night.

I consider that if we can efficiently command the rudder, we can steer the vessel with ease. In this opinion I am not sustained by Commander Worden, who desires me to state to you that he would like to have a board of three officers to accompany us on a trial trip of twenty-four hours, to test the steering qualities of the vessel after the present change is completed.

I am, very respectfully, your obedient servant,

ALBAN C. STIMERS,
Superintendent.

Commodore JOSEPH SMITH, U. S. Navy,
Chief of Bureau of Yards and Docks, Navy Dept., Washington, D. C.

Passage of the C. S. S. Nashville into Beaufort, N. C., February 28, 1862.

[For reports of this affair, see Vol. 1, p. 332.]

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of assistance rendered by that vessel to the U. S. transport Mississippi, February 28, 1862.

U. S. S. MOUNT VERNON,
Off Wilmington, N. C., March 1, 1862.

SIR: I have to report to you that yesterday I discovered a vessel to the southward and eastward. At 11 a. m. I got underway and stood for her and soon discovered her to be a vessel on shore on the Frying Pan Shoals. On a nearer approach she proved to be a large steamer with the American ensign hoisted [union] down. We were soon boarded by a boat containing an army officer, who informed me that the vessel was the steam transport *Mississippi* from Boston for Ship Island, Miss., having Major-General Benjamin F. Butler and 1,400 troops on board. I approached her cautiously, sending a boat in charge of Acting Master Henry L. Sturges to sound between us and the *Mississippi*. At half past 3 p. m. we were enabled (though at a great risk to this vessel) to anchor sufficiently near to send a hawser to the steamer. We steamed ahead and succeeded in moving her about half her length ahead, and in hauling her head around about two points, but at about 5 o'clock we found this vessel's head paying off broadside onto the shoal and were compelled to let go the hawser. Her head still paying off, we let go the starboard anchor to get the vessel's head to the wind and sea. She then struck heavily on the shoal three times, and we were obliged to slip the cable and steam ahead to clear the shoal. In steaming ahead the buoy rope of the slipped cable got foul of the propeller and we had to stop the engine and cut it, thereby losing the starboard bow anchor and 15 fathoms of chain cable, but saving the ship. I sent Acting Master Henry L. Sturges on board the *Mississippi* to assist in getting her off. She was leaking badly in the forward compartment, that compartment being filled with water up to the berth deck, in spite of the bailing of the troops, which was continued through the night. They kept throwing overboard provisions and other heavy articles to lighten the ship, and all of our boats were kept assisting those of the *Mississippi* in transporting the troops to this vessel to lighten her further. I

received Mrs. General Butler and her attendant on board this vessel. At about 7 p. m., when we had received about 300 troops on board, we had the pleasure of seeing the *Mississippi* come off the shoal. I immediately weighed anchor and proceeded very cautiously into deeper water, displaying lights to guide the other vessel. At midnight both vessels anchored off Bald Head light-house. This morning we transferred the troops to the *Mississippi;* also Mrs. General Butler and attendant. I am thankful to be able to report to you that we were instrumental in saving this noble ship with her large number of passengers; it also affords me much gratification to have to inform you that every officer and man under my command exerted himself to his utmost abilities in this noble cause. The damage and loss sustained by this vessel is trivial when compared with the saving of the lives of 1,400 persons who were on board the *Mississippi.*

Respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

Flag-Officer, L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding the capture by that vessel of the schooner British Queen.

U. S. S. MOUNT VERNON,
Off Wilmington, March 1, 1862.

SIR: I have to report that this morning about 10 o'clock I observed a sail to the southward and westward. I immediately weighed and proceeded in chase. On my approaching her she hoisted an English ensign, union down.

On boarding her, I found her to be the British schooner *British Queen,* of and from Nassau, New Providence, for Baltimore, with a cargo consisting of 1,500 bushels of salt, 23 bags of coffee, and some ship stores. The master of her is a North Carolinian; his manner was suspicious and his statements were contradictory. I therefore sent an officer and crew on board of her and towed her up to this place. A further search disclosed an American, a Spanish, and secession flag in addition to the English one that was hoisted. This fact, added to that of her cargo, consisting of articles much needed by the rebels, convinced me that it was her intention to run the blockade, or, failing in that, to run his vessel on shore. I therefore detailed Acting Master John D. Barclay, of this vessel, to take her to the port of Philadelphia for adjudication, with the following crew, viz: John Newitt, gunner's mate; William Boston, seaman; George Hanell and George W. Hill, ordinary seamen. I also send in her the master's mate, one passenger, and two of the seamen of the schooner.

Respectfully, your obedient servant,

O. S. GLISSON,
Commander, U. S. Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

[P. S.]—Names of the passengers, mate, and crew of the captured schooner *British Queen,* of Nassau, New Providence, captured by the U. S. S. *Mount Vernon,* off Wilmington, N. C., March 1, 1862, and now on board the Mount Vernon:

James Hawthorne, passenger; William Russell, mate; John Cummings, seaman; John A. Smith, seaman.

Report of Lieutenant Worden, U. S. Navy, commanding U. S. S. Monitor, of the expected sailing of that vessel from New York.

U. S. S. MONITOR,
Navy Yard, New York, March 1, 1862—10:30 a. m.

SIR: I have the honor to report that this vessel, under my command, is on the point of leaving her anchorage here to proceed to sea.

I send herewith a list of the officers and a muster roll of the crew.

Respectfully, your obedient servant,

JOHN L. WORDEN,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NEW YORK, *March 1, 1862.*

Your dispatch is just received. Captain Ericsson will have completed some changes in the steering gear to-morrow, and we make a trial trip on Monday morning.

JOHN L. WORDEN,
Lieutenant, Commanding.

G. V. FOX.

Report of the senior officer in Hampton Roads regarding the departure of the U. S. S. Miami.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, Virginia, March 2, 1862.

SIR: I have the honor to report that the U. S. S. *Miami* sailed this evening.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Assistant Secretary of War to the Secretary of the Navy, transmitting letter from Major-General Wool, U. S. Army, requesting protection for transports.

WAR DEPARTMENT,
Washington City, D. C., March 3, 1862.

SIR: I have the honor to transmit herewith, by direction of the Secretary of War, a copy of a communication addressed to him by Major-General John E. Wool, and to request you to inform this Department whether or not the Navy can furnish the gunboats or afford the protection desired for the transport service at Fortress Monroe.

Very respectfully, your obedient servant,

P. H. WATSON,
Assistant Secretary of War.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF VIRGINIA,
Fort Monroe, Va., February 28, 1862.

SIR: Owing to the exchange of prisoners and other duties, I am not able to fulfill my promise of yesterday. I, however, avail myself to say that I want one or two gunboats, with two guns each. The Navy has but one fit for use in this harbor, and that can not be spared for the service I require. I have a steamer that plies daily between this post and Newport News, which transports, back and forth, large amounts of property and soldiers. As the enemy have several tugboats that ply about Sewell's Point, Craney Island, and Pig Point, I am not without apprehensions we may lose the steamer, and perhaps a large amount of stores, including ammunition, arms, etc. As the Navy can not furnish me with the requisite protection, I hope you will be able to obtain two boats to be at my disposal for the protection of our common steamers, which could be sunk by a single ball, or at least captured. We have but recently lost a schooner for the want of this protection.

I have the honor to be, very respectfully, your obedient servant,

JOHN E. WOOL,
Major-General.

Hon. EDWIN M. STANTON,
Secretary of War.

Letter from the Secretary of the Navy to the Secretary of War, regarding protection for transports.

NAVY DEPARTMENT, *March 5, 1862.*

SIR: I have the honor to acknowledge the receipt of your letter of the 3d instant, enclosing a copy of one addressed to you by Major-General John E. Wool, asking for two gunboats, etc.

Flag-Officer Goldsborough has withdrawn the class of vessels desired by Major-General Wool, for operations in the North Carolina waters. It is presumed that he will soon return with most of them. Until that period arrives, this Department has no other force to place at Hampton Roads.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Hon. E. M. STANTON,
Secretary of War.

Report of the senior officer in Hampton Roads regarding the injuries received by U. S. vessels in a gale.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, Virginia, March 4, 1862.

SIR: I regret to inform you that during the heavy gale of last night the U. S. steamers *Chippewa* and *Mystic* drifted foul of each other and both vessels seriously damaged. The U. S. bark *Amanda* also received injury; all of which I shall endeavor to repair as soon as the proper surveys are held on them. The *Minnesota* and this ship escaped almost by a miracle.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the increase of armament of the U. S. steamers Commodore Perry and Commodore Barney.

U. S. FLAG-STEAMER PHILADELPHIA,
Croatan Sound, March 4, 1862.

SIR: I have the honor to report my having increased the armament of the steamers *Commodore Perry* and *Commodore Barney* by giving them each two 32-pounders, captured from the enemy at Fort Forrest, N. C., on the 8th February, as follows:

Commodore Perry.—One 32-pounder, No. 9, 47 cwt. 2 qrs. 15 lbs.; C. A. & Co.; date, 1846; inspector's initials, G. A. M. One 32-pounder, No. 13, 47 cwt. 3 qrs. 17 lbs.; C. A. & Co.; date, 1846; inspector's initials, G. A. M.

Commodore Barney.—One 32-pounder, No. 15, 51 cwt.; T. F.; J. R. A.; date, 1847; inspector's initials, J. S. C. One 32-pounder, No. 7, 47 cwt.; C. A. & Co.; date, 1846; inspector's initials, G. A. M.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Captain A. A. HARWOOD,
Chief of Bureau Ordnance and Hydrography,
Navy Department, Washington, D. C.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding changes of armament of the U. S. vessels Granite and Hetzel.

U. S. FLAG-STEAMER PHILADELPHIA,
Croatan Sound, March 4, 1862.

SIR: I have the honor to report that the 32-pounder, 57 hundredweight, mounted on the sloop *Granite*, has been transferred from her to the steamer *Hetzel*, to supply the place of the rifled 80-pounder burst in the action of the 7th February.

Also that a rifled 32-pounder (bore 6.4), captured on board the steamer *Fanny* at Elizabeth City, has been mounted on board the sloop *Granite* on a pivot carriage captured at Fort Forrest.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Captain A. A. HARWOOD, U. S. Navy,
Chief of Bureau Ordnance and Hydrography,
Navy Department, Washington, D. C.

Order of the Secretary of the Navy to the senior officer in Hampton Roads, regarding the U. S. S. Monitor.

NAVY DEPARTMENT, *March 4, 1862.*

SIR: Did Lieutenant Commanding Harrell make any report of the performance of the *Miami* from Baltimore to Old Point?

Do not allow the *Monitor* to go under fire of the enemies' batteries, except for some pressing emergency, until further orders from the

Department. Her commander should exercise his men at the guns, and in all respects prepare for serious work.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain JOHN MARSTON,
Senior Officer, Hampton Roads, Virginia.

Order of the commandant navy yard, New York, to Lieutenant Worden, U. S. Navy, commanding U. S. S. Monitor, to proceed with that vessel to Hampton Roads.

NAVY YARD, NEW YORK, *March 4, 1862.*

SIR: When the weather admits you will proceed with the *Monitor* under your command to Hampton Roads and on your arrival report to the senior naval officer there.

I have hired the steamer *James Freeborn* to tow the *Monitor*, and have also directed the propellers *Sachem* and *Currituck* to attend on you to the mouth of the Chesapeake. If it should be necessary to retain them longer, you are authorized to do so. When you shall have no further occasion for the *Freeborn*, be pleased to give the captain a certificate with directions to return to New York, and immediately on his arrival report to me.

Wishing you a safe and successful passage, I am, respectfully, your obedient servant,

H. PAULDING,
Commandant.

Lieutenant Commanding JOHN L. WORDEN,
U. S. S. Monitor.

Order of the commandant navy yard, New York, to Acting Master Shankland, U. S. Navy, commanding U. S. S. Currituck, to convoy the U. S. S. Monitor to the mouth of the Chesapeake Bay.

NAVY YARD, NEW YORK, *March 4, 1862.*

SIR: You will, with the steamer *Currituck* under your command, proceed to sea to-morrow morning in company with the *Monitor*, and attend on her until you see her safely up to the mouth of the Chesapeake Bay. After doing so, continue on to Port Royal, in obedience to the orders of the Department.

Respectfully, your obedient servant,

H. PAULDING,
Commodore.

Acting Master W. F. SHANKLAND,
Commanding U. S. S. Currituck, New York.

Report of Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia, requesting an increased force off Beaufort, N. C., to prevent the escape of blockade runners.

U. S. S. STATE OF GEORGIA,
Off Beaufort, N. C., March 4, 1862.

SIR: Since my communication* of the 28th of February, informing you that a steamer had run the blockade at this port, I have to report

*See Vol. 1, p. 332.

that she still remains at anchor in the harbor, a portion of the time with steam up.

The ship *Condor* [*Gondar*?] has made two ineffectual attempts to escape us.

The U. S. bark *Gemsbok* arrived here on the 2d instant. As she can not prevent the steamer coming out, if left here alone, and as my coal is getting so low as to make it unsafe for me to remain much longer, I request that you will dispatch such a force as you may deem necessary to prevent the exit of the steamer and ships.

I am, sir, very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of the senior officer in Hampton Roads of the arrival of the U. S. S. Mount Vernon.

U. S. STEAM FRIGATE ROANOKE,
Hampton Roads, Virginia, March 5, 1862.

SIR: I have the honor to report the arrival of the U. S. S. *Mount Vernon* from off Wilmington, N. C., for supplies and repairs.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Gillespie, U. S. Navy, commanding U. S. bark Braziliera, of the collision of that vessel with the U. S. bark Amanda in a gale.

U. S. BARK BRAZILIERA,
Hampton Roads, March 5, 1862.

SIR: In the S. S. E. gale we experienced on the night of the 3d, the U. S. bark *Amanda* dragged her anchor and fell foul of us, striking us on the port bow, carrying away the port cathead, martingale, and port jibboom guys, also chafing us severely. With the help of 11 men from the *Amanda*, gave our vessel 15 fathoms more chain. The bark's anchor having hooked our moorings, she lay in this position, chafing us badly till 1 a. m.; then she swung round on our starboard bow, carrying away cathead and chafed our head-stay considerably. At 1:30 swung clear, the bark lying close aboard to starboard and the ship *Marcia Greenleaf* close to on the port quarter. At 11:20 a. m., tide making flood, the bark fouled us again, carrying away mainsail in the way of No. 3 gun on starboard side, starting three stanchions and damaging our rigging severely. With the assistance of 14 men from the *Amanda* hove in spare chain, housed topgallant mast, and rigged jibboom.

Respectfully, your obedient servant,

W. T. GILLESPIE,
Acting Master, Commanding.

Captain JOHN MARSTON,
U. S. Steam Frigate Roanoke, Hampton Roads, Virginia.

Order of Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to the navy agent at Philadelphia to forward coal to Roanoke Island.

U. S. FLAG-STEAMER PHILADELPHIA,
Croatan Sound, March 5, 1862.

SIR: I will thank you to dispatch from Philadelphia, direct for this island by the 20th instant, another thousand tons of coal. Any vessel drawing less than 8 feet (say not more than 7 feet 9 inches) can now get over the bulkhead or swash at Hatteras Inlet and deliver her coal to us here. Charter the vessel, if you please, to come here. No apprehension of any interference by the enemy need be entertained for a moment, as I keep a force constantly this side of the inlet, between it and the mainland, to guard our intercourse.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

JAMES S. CHAMBERS, Esq.,
Navy Agent, Philadelphia.

Letter from Major-General Dix, U. S. Army, to Major-General Wool, U. S. Army, transmitting telegraphic order for the U. S. S. Monitor to proceed to Washington.

HEADQUARTERS, *Baltimore, March 5, 1862.*

GENERAL: I am directed by Major-General Dix to enclose to you a translated copy of telegram received in cypher, with a request that it be forwarded to Old Point this afternoon.

I am, very respectfully, your obedient servant,

WM. H. LUDLOW,
Major and Aid-de-Camp.

Major-General JOHN E. WOOL,
Commanding Department of Virginia.

[Enclosure.—Telegram.]

WASHINGTON, *March 5, 1862.*
(Received at Baltimore 3:20 p. m.)

Direct Lieutenant Commanding John L. Worden, of the *Monitor*, to proceed immediately to Washington with his vessel.

GIDEON WELLES,
Secretary of Navy.

General J. A. DIX, for Captain JOHN MARSTON,
Senior Naval Officer at Hampton Roads.

[Annexed to the original copy was the following direction:]

Please translate the above, and send by this afternoon's boat to Old Point.

A. V. COLBURN,
Assistant Adjutant-General.

Report of the senior officer in Hampton Roads, regarding telegraphic order to send the U. S. S. Monitor to Washington.

U. S. S. ROANOKE,
Hampton Roads, March 6, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 4th instant, and in reply beg leave to state that Lieutenant Com-

manding Harrell did not make any report of the performance of the *Miami* from Baltimore to Old Point.

The *Monitor* will be sent to Washington immediately on her arrival at this place, in accordance with your telegraphic dispatch through General Dix.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *March 6, 1862.*

Let the *Monitor* come direct to Washington, anchoring below Alexandria.

GIDEON WELLES,
Secretary Navy.

Commodore PAULDING,
Commandant Navy Yard, New York.

[Telegram.]

NAVY DEPARTMENT, *March 6, 1862.*

Please telegraph so soon as the *Monitor* leaves. What vessels did you send after the *Vermont?*

GIDEON WELLES,
Secretary of the Navy.

Commodore HIRAM PAULDING,
Commandant Navy Yard, New York.

Report of the senior officer in Hampton Roads, regarding the supplying of coal to the U. S. revenue steamer Flora.

U. S. S. ROANOKE,
Hampton Roads, March 6, 1862.

SIR: I beg leave to report that the revenue steamer *Flora* arrived this morning on her way to Port Royal, in want of coal. As the *Flora* was ordered to report to the military authorities at Port Royal, I referred Captain Coffin, the commander of the *Flora*, to General Wool, but that officer refused to supply the coal and referred him to me. Under these circumstances, for the public good, I gave Captain Coffin 20 tons. As this is the second instance that vessels in the military service have failed to receive assistance from General Wool in the way of coal, I beg leave to ask whether I am right in doing so under any circumstances?

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to the senior officer in Hampton Roads, regarding orders from the Department, and the escape of the C. S. S. Nashville into Wilmington, N. C.

NAVY DEPARTMENT, *March 6, 1862.*

SIR: An order was sent to you on the 23d ultimo to send Commander Smith, of the *Congress*, out in the *Mississippi*. The next day a duplicate was sent by General Butler's aid. Did the first order reach you? The Department does not understand why the order was not complied with.

Please acknowledge the receipt of all communications on the day of their reception. Also notify the Department daily of matters transpiring at Old Point, particularly whether any of the blockading vessels are in port, for what purpose and when they will sail.

Have you any information, except through Norfolk, of the *Nashville's* escape into Wilmington? So soon as a steamer is available, send her off Wilmington to enquire into the facts.

The envelopes which cover the communications to you, with the date of mailing written on them, you will return to the Department, writing on them the date of their reception.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain JOHN MARSTON,
Comdg. U. S. Steam Frigate Roanoke, Senior Officer, Hampton Roads.

Letter from the Secretary of the Navy to the flag-officers commanding blockading squadrons, transmitting information regarding the steamers Bermuda, Herald, and Oreto.

NAVY DEPARTMENT, *March 6, 1862.*

SIR: I herewith enclose for your information a copy of dispatch No. 15, dated 12th ultimo, received by the Secretary of State from the U. S. consul at Liverpool, respecting the steamers *Bermuda*, *Herald*, and *Oreto*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, Ship Island.

Flag-Officer L. M. GOLDSBOROUGH,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Flag-Officer W. W. MCKEAN,
Commanding Eastern Gulf Blockading Squadron, Key West, Fla.

[Enclosure.]

U. S. CONSULATE, *Liverpool, February 12, 1862.*

SIR: The *Bermuda* is taking on board her cargo as fast as possible. She has already taken 200 cases of shells (supposed to contain 6 shells in each case), 7 rifled cannon, 12 field carriages for cannon, and 60 bags saltpeter. I understand she is to sail about Tuesday next, and go direct to Bermuda, where her cargo will be placed on the two steamers, the *Caroline* and the steamer *Herald*, hereinafter referred to, and run

into Savannah or Charleston. All that has been put on board thus far has come from Fawcett, Preston & Co. A small silk Confederate flag hangs at one of the windows in the officers' cabin on the deck, which can be seen from the pier. The Southern agents have purchased the steamer *Herald*, one of the liners between Dublin and Glasgow. The purchase was effected through the house of Cunard, Wilson & Co., who brought her to this port last week, and have put her up nominally for Bermuda. She is said to be a very fast boat. In order to secure her, they had to pay a large price. She has taken in her coal and is receiving her cargo, which will consist of arms and munitions of war. She is to sail on Friday next, and will make direct for Charleston or Savannah. Her clearances will be for Bermuda, but she will not visit this port until after she has landed her cargo at Savannah or Charleston. Captain Coxetter, formerly of the U. S. Navy [?], and more recently the commander of the *Jeff. Davis*, is to command her. This gentleman was on the *Trent* at the time Mason and Slidell were taken off. He passes himself here as Captain Mitchell, and most probably will assume this name when on the *Herald*. A man by the name of Atroll will be the nominal commander until after they clear and leave the port. After she lands her cargo, she is intended to run between the Southern States and Bermuda, and has been purchased especially for this purpose. I understand that the *Bermuda* and other vessels now loading will land their cargoes at Bermuda, and that the *Herald* and *Caroline* will run regularly and carry all of these cargoes into the Southern ports. They have also purchased two other steamers, one called the *Bahama*, the other the *Victoria*, so I am informed, the latter now at Queenstown. The purchase of the two last-mentioned vessels requires confirmation. I will ascertain the truth and report to the Department. I have communicated the facts about the *Bermuda* and *Herald* to Mr. Adams, our minister at London. Enclosed find a full description of the steamer *Herald*, marked No. 1.

Everything I see and hear confirms me in the belief that the gunboat *Oreto*, referred to in previous dispatch, and which is being built and fitted out at this place, is intended for the Southern Confederacy. Mr. Miller, the man who built the hull, says she is owned by Fawcett, Preston & Co., or at least they gave him the contract and have paid him for his labor. She is a very complete and perfect vessel, no pains or expense having been spared in her construction, and will, when fully armed and equipped, in the opinion of those competent to judge, be a formidable and dangerous craft. I enclose you a more full and accurate description of her, marked No. 2.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY,
U. S. Consul.

Hon. WM. H. SEWARD,
Secretary of State.

Report of Lieutenant Worden, U. S. Navy, commanding U. S. S. Monitor, of the departure of that vessel from New York Harbor.

U. S. S. MONITOR,
Off New York Harbor, March 6, 1862.

SIR: By the pilot I have the honor to report that we passed the bar at 4 p. m., the U. S. steamers *Currituck* and *Sachem* and the steam tug *Seth Low* in company.

The weather is favorable. In order to reach Hampton Roads as speedily as possible, whilst the fine weather lasts, I have been taken in tow by the tug.

Respectfully, your obedient servant,

JOHN L. WORDEN,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to the senior officer in Hampton Roads, transmitting information regarding suspected blockade runners Robert Bruce, Gambia, and Windward.

NAVY DEPARTMENT, *March 7, 1862.*

SIR: I herewith enclose a copy of a communication that has been referred to the Department from Ed. Brennan, dated at Bristol, February 14, 1862, in relation to the *Robert Bruce*, the *Gambia*, and the *Windward*, vessels that are suspected of a design to attempt to run the blockade.

The U. S. consul at Halifax [Nova Scotia] telegraphs under date of the 1st that the British brig *Stanley* and British schooner *Oasis*, with general cargo, have been chartered for Matanzas, but their actual destination is believed to be some Southern blockaded port. The Department desires to know if the information it sends to you from time to time in relation to suspicious vessels is communicated to the vessels of the blockading squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain JOHN MARSTON,
Senior Officer, Hampton Roads, Virginia.

[Enclosure.]

BRISTOL, *February 14, 1862.*

SIR: The *Robert Bruce* (a brig of about 350 tons, black hull, with white topsides, white galley abaft foremast, a bust of a man for figurehead), Captain Muir, which has before succeeded in running the blockade, left here yesterday in ballast for Cardiff to load coals there, thence for Havana.

The *Gambia*, loaded with gunpowder (as heretofore reported), is also a brig of about 300 tons, black hull with yellow streak, fiddle figurehead, and a smart craft. She is said to be bound to the west coast of Africa, but I have ascertained that she is about to attempt running the blockade.

The *Windward* left at 4 a. m. this day.

There is a smart-looking screw boat of about 500 tons, pierced for eight guns, fitting out here, but great secrecy is observed as to her destination. I will keep my eyes upon her, as I have good reasons for believing that she is intended for the Southerners.

I am, sir, yours, etc.,

ED. BRENNAN.

J. POLLAKY, Esq.

Report of the senior officer in Hampton Roads of the departure of the U. S. S. Chippewa to Baltimore for repairs.

U. S. S. ROANOKE,
Hampton Roads, March 7, 1862.

SIR: The *Chippewa* has been found to be so much injured by her collision with the *Mystic* that I have deemed it best to send her to Baltimore to be repaired. This work could have been done here, but the *Amanda*, *Mystic*, and *Mount Vernon* fully employ all the carpenters we can raise from the several ships. The *Chippewa* sailed this afternoon. A large ship is anchored below, which I presume is the *St. Lawrence*. As soon as she comes in, I shall send the *Congress* to Philadelphia. I have received your second telegraphic dispatch about the *Monitor*, and shall send her to Washington immediately on her arrival.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, to proceed at once to sea.

NAVY DEPARTMENT, *March 7, 1862.*

SIR: The exigencies of the service require you to use the utmost exertions to get to sea at the earliest possible moment. Acknowledge the receipt of this order and inform the Department when you can sail.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander GEO. A. PRENTISS,
Commanding U. S. S. Albatross, Baltimore, Md.

[Telegram.]

NAVY DEPARTMENT, *March 7, 1862.*

Can you send a boat this eve to Old Point? Answer immediately. I am in the office.

G. V. FOX,
Assistant Secretary.

Lieutenant F. A. PARKER,
Navy Yard, Washington.

[Telegram.]

NAVY DEPARTMENT, *March 7, 1862.*

Send the following message at once to Old Point by special boat, and direct Lieutenant Wyman, of the flotilla, to report at the Department to-morrow.

G. V. FOX,
Assistant Secretary.

Lieutenant F. A. PARKER,
Washington Navy Yard.

[Enclosure.—Telegram.]

NAVY DEPARTMENT, *March 7, 1862.*

Send the *St. Lawrence*, *Congress*, and *Cumberland* into the Potomac River. Let the disposition of the remainder of the vessels at Hampton Roads be made according to your best judgment after consultation with General Wool. Use steam to tow them up. I will also try and send a couple of steamers from Baltimore to assist.

Let there be no delay.

GIDEON WELLES,
Secretary of the Navy.

Captain JOHN MARSTON,
Senior Naval Officer, Hampton Roads, Virginia.

[Telegram.]

NAVY DEPARTMENT, *March 7, 1862.*

Is the telegraph to Captain Marston received and understood, and will it go to-night?

G. V. FOX,
Assistant Secretary.

Lieutenant F. A. PARKER,
Washington Navy Yard.

[Telegram.]

NAVY DEPARTMENT, *March 7, 1862.*

Can you charter and send a couple of steamers to Old Point to assist in towing two or three sailing vessels into the Potomac? Do so, if possible, on the best terms.

G. V. FOX,
Assistant Secretary.

F. S. CORKRAN,
Naval Officer of Customs, Baltimore, Md.

[Telegram.]

NAVY DEPARTMENT, *March 8, 1862.*

The Assistant Secretary will be at Old Point by the Baltimore boat of this eve. Do not move the ships until further orders, which he will carry.

GIDEON WELLES,
Secretary Navy.

Captain JOHN MARSTON,
Senior Naval Officer, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, *March 8, 1862.*

Wait further instructions. I go to Old Point in the 3 p. m. train.

G. V. FOX,
Assistant Secretary.

F. S. CORKRAN,
Naval Officer, Baltimore, Md.

[Telegram.]

NAVY DEPARTMENT, *March 8, 1862.*

I must go to Old Point by the 3 p. m. train. Two or three friends. Don't let the Old Point boat go.

G. V. FOX,
Assistant Secretary.

MOOR N. FALLS,
Baltimore, Md.

Abstracts of logbooks of United States vessels which served in the Atlantic and North Atlantic Blockading Squadrons during the period from July 16, 1861, to March 7, 1862.*

Abstract log of the U. S. S. Albatross, June 25, 1861, to March 7, 1862.

June 25, 1861.—Ship put in commission.

July 11.—At 11:30 a. m., 2½ miles distant from Oregon Inlet, latitude 35° 48′ N., longitude 75° 29′ W., opened fire from a rifle gun on an earthwork battery of 6 guns and an encampment of 16 tents and a large number of men. As we approached the shore the men were mustering in fine style, but before they could man their guns the balls from our rifle gun were flying through the embrasures of their battery, dismounting one of their guns and rendering the place quite untenable; after throwing in 6 shots from rifle gun, 7 balls and 5 (6-inch) shells from long 32s, some of which were seen to explode directly in their camps and fort, the soldiers were distinctly seen putting off from shore, some wading and swimming, in their hurry to get away. Two small rebel steamers picked them up and started up the Roanoke Sound.

July 18.—At 3 p. m. spoke and boarded the schooner *Velasco*, of Galveston, Tex., from Matanzas, with sugar for New York. Her papers being incorrect, and being under the Texan flag, she was seized as a prize.

July 21.—At 11 a. m. beat to quarters and cast loose the guns, fired 9 shots from long 32s and 10 shots from rifle gun on spar deck at a steamer lying inside of Bodie's Island. Our fire was returned by the enemy with some 9 or 10 shot and shell, some going over us, others falling short, none taking effect. At 11:30 the enemy hauled off out of reach of our guns and stood away for the mainland.

July 22.—At 9 a. m. sighted a steamer N. ½ E.; ran in toward her. Steamer stood out for us till within about 6 miles, when she put about and ran in for Hatteras Inlet. We ran within 3½ miles of the harbor, and discovered inside the inlet 9 schooners and 2 steamers at anchor under cover of an earthwork battery. Also 2 ships' hulls under water, with masts standing, on the beach to the northeast of the inlet. Put to sea again. Gave chase and came up with a schooner at 1:45. Hailed schooner, when a negro jumped overboard, exclaiming, "Save me, captain, she's bound to Charleston." Turned our guns on her and ordered her to heave to, and sent a boat aboard with Lieutenant Neville, picking up [the] negro on the way. Boat returned at 2, with schooner's crew of 5 men. Name of schooner, *Enchantress*, of Newburyport, taken by the pirate *Jeff. Davis* on 6th of July, in charge

*Where vessels are mentioned in the preceding text and no abstract log appears in this volume, it is either because the log books have not been found, or the incidents mentioned in them are sufficiently covered by reports.

of a prize crew, bound to Charleston, S. C. Put the crew in double irons and sent Master's Mate Wendell and 5 men to take charge of her, with negro who belonged to the schooner when captured.

August 1.—At 6:45 a. m. boarded schooner *Elizabeth Ann*, of Accomac, Va. from Penn's Grove [N. J.], bound to Chincoteague. Her papers being incorrect, seized her as a prize and took her in tow.

September 14.—Cruising along the Maryland shore, near mouth of the Potomac. At 5 p. m. boarded schooner *Alabama*, of New York, bound to Washington. Her papers incorrect; took charge and sent Master's Mate J. H. Harris with one seaman on board. Took prize in tow and proceeded down the Chesapeake.

September 17.—At 5 p. m., Fort Macon [N. C.] distant 5 miles, observed a number of troops on top and a rebel flag flying from the same.

October 1.—At 5 p. m. came up with and spoke French war steamer *Catinat*, on a cruise. At 6 she came to anchor off Beaufort [N. C.]. At 7 sent a boat aboard the *Catinat*, but they refused to allow anyone on board by order of their admiral.

October 2.—At 3:30 p. m. the French war steamer *Catinat* got underway and stood out to sea.

October 7.—At 11 p. m., off Bogue Inlet [N. C.], Lieutenant Neville, with gig and 12 men, and Master's Mate Harris, in first cutter and 12 men, in company with three boats from the *Cambridge*, left on an expedition to fetch some schooners out of the inlet. Ships laid outside.

October 8.—At 2 a. m. Lieutenant Gwin, in the *Cambridge* cutter, came alongside and informed us our boats had capsized in the surf, and that he had picked up one of our men, H. E. Hopkinson, outside the breakers on an oar. Manned the second cutter and sent her in search of the men, in charge of R. O. Patterson, master. At 4 a. m. saw our two boats' crews and officer on the beach at Bogue Inlet. The second cutter and two boats from the *Cambridge* went in to their rescue and succeeded in bringing them off, with the exception of James R. Hobby, ordinary seaman, and Samuel Nichols, seaman, who were lost out of the gig when she capsized, and supposed to be drowned. Captain's gig was stove in and a quantity of arms and a compass were lost in the expedition.

November 6.—At 2 p. m. sighted a steamer wrecked on the beach to the east of Bogue Inlet. Observed people on shore signaling for us to communicate. They displayed a flag of truce. Lowered the first cutter with Master's Mate Harris to speak with them. At 5:50 boat returned, the surf being too high to land.

November 7.—Called away the first cutter, and Master's Mate Harris went ashore with a flag of truce to get information respecting the wreck and fate of the crew, etc., of wrecked steamer. At 12 boat returned, having learned from the so-called Confederate officers that the wreck was the U. S. steam transport *Star of the Union*, Captain John J. Garvin, laden with hay, horses, provisions, etc., bound south. Was run ashore on the night of Friday, 1st instant, during a S. E. gale, all on board being taken prisoners, with exception of one man; he was drowned. They also report two steamers ashore off Charleston and two off Hatteras.

December 14.—At daybreak a suspicious-looking schooner was in sight off Lookout Breakers. Signaled U. S. S. *State of Georgia* to give chase. Got underway and stood out W. by S. At 10:45 the *Georgia* came in with the schooner [*Jane Campbell*] in tow.

December 15.—At 12 m. master went aboard prize schooner. Observed the rebel flag on Fort Macon at half-mast all day.

December 16.—At 12:30 p. m. made signals and fired two guns at a strange steamer; she still kept on her course; supposed to be the U. S. transport *S. R. Spaulding.*

December 17.—At 8 p. m. Master T. [B.] Du Bois went aboard prize schooner *Jane Campbell* with her sailing orders for New York. Returned at 9; brought eight Enfield rifles from the schooner.

December 18.—At 4 p. m. stood down the coast; signaled *State of Georgia* to follow. Saw a large fire inshore; beat to quarters and ran close in. Proved to be the wreck of the steamer *Union* on fire. Mr. R. O. Patterson went in the dingey, in company with a boat from the *State of Georgia*, to reconnoiter.

December 19.—At 9:15 *State of Georgia* fired 8 guns at wreck of the steamer *Union;* we ran within 500 yards and tried our port battery at the wreck, and 2 shots from rifled gun. At 4 p. m. fired a shot from rifled gun at a squad of men on beach near light-house.

January 16.—At 7 a. m. lookout reported a ship ashore to the east of Bogue Inlet. Steamed in to the wreck; made her out to be the British ship *York*, of Dublin. U. S. bark *Gemsbok* came up and was ordered to anchor abreast the wreck. At 3 p. m., our guns being trained to cover our boats, two boats from us and three from the *Gemsbok* pulled in for the ship *York.* Acting Master Du Bois boarded the wreck; found the cargo had been discharged and set fire to her.

Abstract log of the U. S. S. Cambridge, August 29, 1861, to March 7, 1862.

August 29, 1861.—Went into commission, navy yard, Boston, Mass.

September 7.—At 10:30 a. m came to anchor off Fortress Monroe.

September 9.—At 6 a. m. got underway and steamed through the roads. At 8:30 passed Cape Henry. At 11 boarded the schooner *Louisa Agnes*, of Lunenburg, Nova Scotia. Finding her papers unsatisfactory, and from letters found on board showing her intention to run the blockade, considered her a legitimate prize. Placed a prize crew in charge of her and sent her to New York.

September 10.—At 3:30 p. m. boarded English schooner *Revere*, of Yarmouth, Nova Scotia, with a cargo of salt and fish, bound for Beaufort, N. C. Put her in charge of a prize crew. At 10 p. m. anchored off Beaufort.

September 23.—At 5 a. m. weighed anchor and went in chase of a schooner. At 9:20 came in hail of English schooner *Julia*, of St. John, New Brunswick. Considering her a lawful prize, put on her a prize crew and sent her to Boston, Mass.

September 24.—At 7 a. m. saw an English ship of war standing to the W. S. W.

September 25.—At 4:30 p. m. made a steamer bound in. Proved to be the British steam sloop *Rinaldo.*

September 26.—At 9:30 a. m. the *Rinaldo* started for New York.

October 1.—At 10 a. m. spoke the schooner *Edwin*, of Barbados, bound to Baltimore. Sent her into Hampton Roads in charge of a quartermaster and two men.

November 6.—At 10:30 a. m. came to anchor off Corrotoman River, Virginia. At 12:15 p. m. sent an expedition under command of Lieutenant Gwin, composed of 4 officers and 30 men, in the steamer *Rescue* and one of our boats, to cut a schooner out of the Corrotoman River. At 4:45 the *Rescue* returned, having been engaged by the enemy on

both sides of the river with rifled cannon on one side and rifled muskets on the other. The schooner being fast aground, stripped her of sails and rigging and burned her with her cargo of wood. Also burned some 75 cords of wood on shore. The only damage on our side was the destruction of a canoe and a boat's spar. The firing was returned vigorously from the *Rescue*, one of our shells exploding in and nearly destroying a house, from which muskets were being fired upon us.

November 8.—At 8 a. m. stood down the river. At 11:04 a. m., abreast of Grey's Point, opened fire on said point with broadside and pivot guns with shell, in company with the tug *Rescue*. Fired from pivot guns and broadside battery in all 10 shells. At 11:17 ceased firing, stood up river again, and at 1 p. m. opened fire upon a house in Urbana, said by the negroes to be a storehouse of ammunition, and upon a camp of soldiers in the rear of the town. At 2:30 ceased firing and anchored in front of the town. Lieutenant Gwin went on board the *Rescue* and went closer inshore, and fired round shot and shell at the house and camp. At 3 the *Rescue* ceased firing, came out and weighed anchor, and stood down the river. Expended 22 8-inch shells and cartridges, 27 Parrott shells and cartridges, and 18 Schenkle shells and cartridges.

November 12.—At 6 a. m. proceeded up river. At 8 threw 3 shell from Parrott gun at the magazine at Urbana, turned down the river, and anchored.

Abstract log of the U. S. S. Commodore Perry, February 19 and 20, 1862.

February 19, 1862.—Albemarle Sound. At 4:15 p. m. found the rebels encamped abreast of the town of Winton, N. C. They fired a volley of musketry at the U. S. gunboat *Delaware*, we returning their fire with 8 shrapnel. Finding it too dark to engage, stood down the river and anchored.

February 20.—Winton, Chowan River [N. C.]. Got underway and took the lead of all the gunboats. At 9:30 a. m. commenced shelling the shore close to the town. Landed Colonel Hawkins's zouaves and naval forces and set fire to the town. At 1:30 took zouaves on board and took a raft in tow and stood down the river, and anchored abreast of Edenton Bay.

Abstract log of the U. S. S. Daylight, July 17, 1861, to March 7, 1862.

July 17, 1861.—At 2 p. m. saw a steamer inshore, making her way for Fort Caswell, N. C.; tried to cut her off, but she had the heels of us and escaped past the fort. Fired a rifled howitzer at her, but could not see the result. Hauled off again, being in range of the guns of Fort Caswell, and came to anchor. At 4:30 weighed anchor, seeing a steamer within the mouth of the river, but, as she did not come outside, we ran outside a little farther and anchored.

July 18.—At 5:45 p. m. saw a sail skimming along the land, making for Cape Fear River. Stood in to head her off, but having the wind and tide in her favor, she far reached us and dodged into the river. We could not pursue her farther than the bar, owing to our draft of water. We fired 10 shot at her, but the steamer rolled so heavily could not sight the guns. Every ball, however, struck very near her.

July 21.—At 10 a. m. Lieutenant Lynch and Master's Mate Kelly went on shore in the whaleboat with a flag of truce, carrying information of the blockade. They were not allowed to proceed to the fort, but were obliged to land in the surf. Were received by a person calling himself Colonel Allen; delivered the documents and returned on board.

July 24.—From 12 to 4 p. m. very heavy firing at Fort Caswell.

August 3.—At 1:30 p. m. proceeded up James River [Virginia], reconnoitering. Fired 4 shot at the shore, but could see no effect.

Abstract log of the U. S. S. Delaware, December 7, 1861, to March 7, 1862.

December 7, 1861.—At 2 p. m. vessel went into commission, navy yard, Philadelphia.

December 13.—At 1 p. m. came to anchor off Fortress Monroe. At 7 batteries ready for action.

December 29.—At 7 a. m. was hailed by a boat from the flagship, who reported an enemy off Newport News, and with the command to take her. Hastened toward Newport News, hearing continuous firing from the enemy, who had made prize of a schooner, taking her from the steamer *Express*. Gave up the chase when off Newport News, as the enemy were inside of Craney Island. Fired at the batteries on Sewell's Point. Rifle gun expended 2 grapeshot, 4 rifle shell; 32-pounders, 3 5-second shell and 2 15-second. At 5 p. m. got underway and proceeded to Newport News.

February 5.—At 12 m. running slowly up Pamlico Sound, the squadron all keeping along. At 5 p. m. came to anchor.

February 19.—At 11:30 a. m. steamed at a moderate rate up Chowan River, followed by the steamers *Louisiana*, *Morse*, *Hunchback*, *Whitehead*, *Barney*, *Perry*, and *Lockwood*. When off the town of Winton, and within 50 yards of the shore, was assailed by the enemy with a discharge of musketry. Called all hands to quarters, and running above the bank from which the firing proceeded, gave them back shell and shrapnel from the IX-inch gun and the 32-pounder. Returned back by the embankment, and with the *Perry* and balance of the fleet came to anchor 7 miles below. Found 185 bullet holes in and around the ship, damage sustained from the enemy.

February 20.—At 8 a. m., in company with squadron, proceeded on up the Chowan River. When off the town of Winton part of fleet opened fire and landed D'Epineuil Zouaves, who advanced toward the town. After destroying buildings, etc., returned and were reembarked on board their respective vessels. Cavalry of the enemy reported in sight by the lookout at the masthead. We fired from 32-pounder and IX-inch gun. Steamed down the river with flotilla and anchored at the mouth at 6:30 p. m.

March 5.—At 10:30 a. m. passed Brant Island Shoal, off Swan Quarter Island [Pamlico Sound]; captured a schooner with 10 men on board. Sent crew on board in charge of Master's Mate Kerens; took her in tow and proceeded back toward Hatteras.

March 6.—At 6:30 a. m. fired a howitzer to bring to a sail discovered off Jones Bay. Took prize the schooner *Zenith*, laden with corn, and took prisoners her captain and crew, 3 in number. At the same time a small open boat, schooner-rigged, having on board a few barrels of corn, was made prize of and her captain and crew (3) taken prisoners. Master's Mate J. H. Raymond, with a crew of 4 men, was placed in charge of the *Zenith*, taking her in tow toward the *Ceres*, who was

chasing a schooner. At 8:30 the *Ceres* made prize of the schooner. At 9:30 rebel steamer in sight; fired 3 shots from howitzer and proceeded on our course. At 1 p. m. came to anchor near *Stars and Stripes*. We proceeded to Roanoke Island at 2 p. m., having in tow our prizes and the prize schooner of the 5th. At 8:15 came to anchor off the marshes.

Abstract log of the U. S. bark Gemsbok, August 30, 1861, to March 7, 1862.

August 30, 1861.—Went into commission at the Charlestown [Boston] navy yard.

September 11.—At 2:15 p. m. came to anchor between the Rip Raps and Fortress Monroe.

September 19.—At 4:30 a. m. made a sail standing to the westward; made sail for pursuit. Threw a 32-pound shot across her bow; hove her to; Mr. Lunt, executive officer, boarded and took possession. Her captain stated he was bound to Key West, but her log and private papers found in her cabin proved that she was bound to evade the blockade for a market. The schooner captured was of about 30 tons burden, Captain James M. Davis, called the *Harmony*, of Yarmouth, Nova Scotia, loaded with fish and other cargo. The captain subsequently confessed that he was bound for Ocracoke, and signed a statement to that effect. Latitude 34° 47′, longitude 75° 41′.

September 22.—At 6:30 a. m. fired 2 32-pound shot and 3 8-inch shell at a sail on weather bow. All fell short. Continued the chase to windward. At 9 schooner came to anchor close inshore and her crew deserted her, landing in boats on the beach. Federal Point bears S. W. by W. ½ W., distant 12 miles. Sent port cutter, in charge of Mr. Lunt, to take possession. At 10 she was boarded; at 10:30 she was alongside. She proved to be the *Mary E. Pindar*, of Edenton, N. C., with about 50 casks of lime on board. At 12:40 she was placed in command of Mr. Burke, master's mate, and 4 men and ordered to report at Hampton Roads. At 4 p. m. passed Camp Weir, 5 miles south from New Inlet [Cape Fear River]; hoisted jack for a pilot, keeping men out of sight and officer of deck in plain clothes. Two men came off in a boat and were made prisoners of war. They stated they were Union men at heart and glad of the protection of the stars and stripes once more, and of their own accord took the oath of allegiance and joined the ship. They stated that there were 2 rifled guns and 1,000 men in Camp Weir. At 6 Bald Head light-house bore S. W. by W. and Federal Point light-house W. by S.

November 12.—As we approached Bogue Inlet, saw the wreck of a steamer and a great crowd of people on the beach; also discovered a great many barrels and boxes, horses, etc. When abreast of them, kept off and threw some shell amongst them, at which they scattered. We must have killed and wounded a great many, as our shells exploded in their midst. Expended 10 68-pound shell [and] 1 32-pound shell. We then beat up toward Beaufort Harbor.

Abstract of the log of the U. S. S. Hetzel, October 5, 1861, to March 7, 1862.

October 5, 1861.—Baltimore, Md. Ship in the hands of the carpenters and machinists.

November 18.—Got underway and stood up James River; came to anchor three-fourths of a mile from Newport News.

December 1.—At 4:30 p. m. got underway and proceeded to our night station, Newport News bearing S. E.

December 2.—At 6:20 a. m. a rebel steamer ran out from under the lee of the eastern shore [James River, Virginia] and fired a shot, which passed over us. Called all hands to quarters and cleared ship for action. At 6:25 slipped cable and opened fire with our after gun. At 6:30 the action became general; firing was kept up by the U. S. steamers *Hetzel*, *Shawsheen*, *Seymour*, and *Whitehead*, against the so-called Confederate steamer *Yorktown* [*Patrick Henry*]. After an action of one hour and forty minutes the *Yorktown* stood up river. During the engagement this vessel expended 28 solid shot and 3 15-second shell. At 8:15 stood for Newport News and anchored.

December 11.—At 7:30 a. m. the *Congress* made signal "Come within hail." Received orders to proceed to Hampton Roads. Went alongside the storeship *Brandywine* and shifted battery. Received, in place of our 32, a 9-inch Dahlgren gun.

December 28.—At 8 a. m. made Cape Hatteras light, bearing N. N. E., distant 12 miles. At 12 m. came to anchor inside the bar.

January 13, 1862.—Twenty-four steamers of General Burnside's expedition arrived and several gunboats under command of Flag-Officer Goldsborough.

January 14.—Fresh gale from N. W. At 7:30 a. m. a steamer outside the bulkhead raised ensign, union down. At 8 one of the steamers of General Burnside's expedition ran ashore on the bar. At 8:45 steamer on bar cut away her foremast and at 11 her smokestack went by the board.

January 15.—At 3:30 p. m. proceeded over the bulkhead and came to anchor.

January 21.—At 1:30 p. m. saw two of the enemy's steamers. Got underway in company with several other gunboats and gave chase. Returned, per signal from flag-officer, and came to anchor.

February 6.—At 8 a. m. got underway in company with remainder of fleet and stood up Pamlico Sound. At 10:30 enemy in sight. At 11 very foggy; flagship made signal to anchor. At 3 p. m. five of the enemy's vessels hove in sight.

[*February 7–10, 1862.*—Put under date of battles of Roanoke Island and Elizabeth City.]

Abstract log of the U. S. S. Monticello, July 16, 1861, to March 7, 1862.

July 16, 1861.—Discovered a new camp of 40 tents, as near as we could tell, across the river [James River, Virginia] from Jones's house.

July 17.—Proceeded up river to Godwin's Point; went close inshore and fired one 10-inch shell, 15-second, and three 32-pounder, 15-second shells, but could not reach the encampment. Reconnoitered the shore carefully, but could see nothing new.

August 26.—At 2:25 p. m. got underway and followed the frigate *Minnesota* and other vessels as one of the expedition bound to Hatteras Inlet to attack the fort there.

[*August 27–31.*—Capture of Confederate batteries at Hatteras Inlet. See p. 134.]

October 9.—Off Charleston, S. C.

October 13.—At 1:30 p. m. steamed toward Stono Inlet to reconnoiter. Saw a small flag upon a sand hill with three or four men around. A small schooner lay anchored in the entrance. At 4 flag-ship reported a sail inland; we gave chase. At 5, not seeing any sail, gave up

chase and stood in for Dewees Inlet. At 5:05 saw a schooner standing out of Caper's Inlet; gave chase, but the schooner made her escape up the inlet.

October 18.—At 3 a. m., in company with the U. S. S. *Flag*, chased the British schooner *Emeline*. She was boarded by the *Flag* and detained until further orders from senior officer. At 6:10 a. m. made a side-wheel steamer standing up the coast about halfway between Breach and Dewees inlets; gave chase. She put about and stood for Charleston, ran inside Rattlesnake Shoals, and escaped up Maffitt's Channel. Gave up chase and stood off.

October 19.—Off Savannah [Ga.].

October 30.—At 10:15 a. m. discovered a sail ashore at the mouth of Wassaw Inlet. Saw two other schooners in the inlet and a steamer. At 3 p. m. took two launches from the *Savannah* in tow and proceeded down the coast. At 5 p. m., close in to Wassaw Inlet, sent the launches, accompanied by second cutter; opened fire with our rifle gun on a schooner near shore. All the shell fell short. At 7:30 boats returned to the ship, after making an unsuccessful attack upon the schooner. Several shots were exchanged on both sides, but no one was hurt. The rebels seemed to be in great force and ready to resist an attack. Boats were commanded by Lieutenants A. W. Johnson and W. P. Buckner.

November 5.—Came to anchor off Fortress Monroe.

November 11.—Bound down the coast.

November 12.—From 8 to meridian stood in toward Beaufort [N. C.] and reconnoitered. At 1:45 stood in toward the land. At 2 discovered a number of men on the beach at work on the wreck of the U. S. transport *Union*. Opened fire upon them. At 3 stood off.

November 15.—Stood in toward Federal Point light-house, reconnoitering. Found a large fort near Federal Point light-house commanding the inlet, as near as we could ascertain, mounting 8 guns, and one small fort of 3 guns and an earthen casemate mounting 3 guns. Could see men at work on the same. On Zeek's Island could see still another fort, but not see the number of guns. Both forts flying a red flag with a white star. At 11 a. m. came to anchor.

November 18.—While reconnoitering close inshore 5 miles northeast of Federal Point saw a new house with a battery of 2 guns close to it. While in the act of turning round a gun was fired to the northward, when the battery near the house opened on us and fired 3 shots. Hoisted our colors and fired the rifle gun three times, reaching them once. All their shot fell short. Discovered another battery near by, making in all three.

November 26.—At 9 a. m. off the east end of Smith's Island, it bearing W. S. W., distant 4 miles; ran along shore to the northward and eastward reconnoitering. After passing the fort on Federal Point, saw red flags every half mile for the distance of 8 miles.

December 1–4.—Blockading New Inlet, Cape Fear River, North Carolina.

December 7.—At 11:30 anchored at Fortress Monroe [Va.].

December 16.—At 4:55 p. m. stood out to sea.

December 19.—At 5 p. m. came to anchor off Federal Point [N. C.].

December 30.—Blockading New Inlet, North Carolina. At 2 a. m. received on board two contrabands from Federal Point. They report that the steamer *Gordon* arrived at Wilmington on Friday, the 27th day of December, with a shot hole through her wheel. The crew left there the next day for Charleston, S. C., by land. They also report that the steamer *North Carolina* is loading with rosin and cotton and that she

has no guns mounted, and that the steamer *Uncle Ben* has 1 gun mounted and the steamer *Maryland* [*Mariner*] has 3 brass pieces and one iron gun.

December 31.—At 11 a. m. saw a steamer and two schooners inside between Zeek's Island and Smithville; opened fire upon them from our rifle and pivot gun, expending 10 shots. Many of the rifle shell turned end over end and struck short of the object. At 7 p. m. saw a number of lights scattered along the beach to southward.

January 7, 1862.—At 7 a. m. a colored man came on board from Federal Point. He reports that there are about 1,000 men in the batteries at Federal Point, and also that they have sunk two vessels in the channel near Zeek's Island and that they are getting ready to sink another in the river channel.

January 25.—Got underway [and stood out to sea].

February 3.—At 9:30 a. m. came to anchor off the city of Baltimore [for repairs].

Abstract log of the U. S. S. Mystic, November 30, 1861, to March 7, 1862.

November 30, 1861.—At 2 p. m. put the ship in commission.

December 15.—Anchored in the Rappahannock River.

December 19.—At 5:30 p. m. sent second cutter with armed crew, in charge of W. R. Morton, master's mate, to cooperate with the *Dawn* in an expedition.

December 24.—At 7 p. m. observed boat inshore of us; armed boats and pursued her, but she escaped up the river.

December 27.—Got underway in company with the *Dawn* and ran up to the mouth of Indian Creek for a reconnoissance. Saw nothing of the enemy, and at noon returned and proceeded up the Rappahannock. Steamed up the river as far as Carter's Creek; saw nothing, and returned and anchored at the mouth of the river.

January 6, 1862.—At 9:30 a. m. got underway and went up to Mosquito Point for oysters. Sent in two boats. At 1 p. m. the boats were fired on from the woods on shore; as no person could be observed, did not return the fire. Proceeded on board and dropped a shell into the woods where the shot came from. Returned to our previous anchorage off Windmill Point.

January 15.—At 11:30 a. m. discovered a vessel bearing W. S. W.; got underway and ran for her. At 12:15 first and second cutters left the ship in chase. As they pulled in, we opened fire on the shore to cover their attack. At 12:45 the enemy opened fire on the boats with a small fieldpiece and rifles, when the boats were recalled. At 1 we were joined by the *Dawn*, when the enemy opened on both vessels, which was returned promptly by both, and a brisk interchange of shots was kept up for thirty minutes, when we deemed it prudent to haul off, the enemy's guns being concealed by the trees and their range superior to our own. Expended in the action 9 shell and 8 shot.

January 25.—At 8:15 p. m. sent Acting Master Meader with first cutter to reconnoiter. At 11:45 first cutter returned.

January 26.—At 2:15 a. m. sent first cutter with Acting Master Blakiston to reconnoiter. At 5 a. m. the first cutter returned.

February 12.—Ran up as far as Grey's Point to reconnoiter. At 6 p. m. steamed down the river.

February 28.—At 8 a. m. left for Fortress Monroe. At 3:30 p. m. arrived at Fortress Monroe.

March 2.—Boilers undergoing repairs.

Abstract log of the U. S. S. Stars and Stripes, September 19, 1861, to March 7, 1862.

September 19, 1861.—At 1 p. m. ship was put in commission [New York navy yard].

October 29.—[Hatteras Inlet.] At 11:30 a. m. a steamer in sight to northward and westward; called to general quarters and exchanged shots; fired 4 shots from pivot gun, when the enemy retreated.

November 18.—A rebel steamer came in sight, coming to within about 4 miles, when she rounded to and stood away to the northward.

November 20.—A steamer in sight; called all hands to quarters, the enemy firing 2 shots at us. At 12:30 p. m. the enemy left; secured the guns.

December 4.—At 4:45 p. m. mustered the crew at quarters, armed the watch, and got the battery ready for action; saw the masts of a large schooner, supposed to be inside Ocracoke.

December 5.—At 6:30 a. m. discovered two steamers in the N. N. W., coming into the Swash Channel; fired 5 shots from the pivot gun with shrapnel (plugged), one 15-second shell from broadside gun, and 1 shot from howitzer. The rebels returned the fire sharply for some thirty minutes, when they ceased firing, and at 8 o'clock rounded to and stood off to the N. N. W. The nearest shot from the enemy fell short about 200 yards. At 1 p. m. a steamer in sight. At 1:30 made our number, which was not answered. At 1:45 made signal for the *Ceres* to get underway and overhaul her. After getting underway, in turning around, she got aground and could not get off. At 2:20 the steamer in sight passed the inlet.

January 21, 1862.—At 1 p. m. two rebel steamers in sight; flagship *Delaware*, with six of the fleet, gave chase.

February 6.—From 8 a. m. to meridian [Pamlico Sound]: Two rebel steamers in sight ahead. From 4 to 6 p. m.: Called to quarters and got the battery ready for action.

CONFEDERATE REPORTS AND CORRESPONDENCE.*

Order of Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Lieutenant Jones, Virginia Navy, regarding construction of batteries in Burwell's Bay.

OFFICE OF NAVAL DETAIL AND EQUIPMENT,
Richmond, Va., April 29, 1861.

SIR: Proceed to Burwell's Bay in company with Colonel Talcott, and after obtaining from him such information as you may require in the construction of the battery there, you will proceed to execute the work. Guns and munitions will be sent to you, and there will be a volunteer force to aid you in the protection of the battery.

Captain H. H. Cocke is in command, and you will report to him by letter or otherwise.

By order of Major-General Lee:

Respectfully, etc.,

S. BARRON,
Captain, in Charge.

Lieutenant CATESBY AP R. JONES, Virginia Navy,
Norfolk, Va.

*The reports and correspondence from April 29–June 11, 1861, should have been printed in Vol. 5, but were not available at time of publication.—COMPILERS.

Additional order of Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Lieutenant Jones, Virginia Navy, regarding the construction of batteries in Burwell's Bay.

OFFICE OF NAVAL DETAIL AND EQUIPMENT,
Richmond, Va., April 29, 1861.

SIR: Proceed to Norfolk for the purpose of carrying out the instructions contained in the order to you of this date.

Upon application to the commandant of the yard, he will furnish you with mechanics, carrylogs, guns, and such other articles as you may require. Dispatch is very important.

By order of Major-General Lee:

Respectfully, etc.,

S. BARRON,
Captain, in Charge.

Lieutenant CATESBY AP R. JONES, Virginia Navy,
Richmond, Va.

The superintendents or conductors of the railroad between Richmond and Norfolk will pass you under this order, and charge the account to the Commonwealth of Virginia.

Letter from Major Ewell, Virginia Volunteers, to Lieutenant Jones, Virginia Navy, regarding a force for the protection of batteries under construction in Burwell's Bay.

WILLIAMSBURG, *May 4, 1861.*

SIR: Such is the present condition of the force of volunteers here it is impossible to comply with your request, viz, to send a force sufficient to protect the battery you are erecting. To reassure the workmen and thus hasten the construction, a detachment of the Junior Guard is under orders to proceed at once to the island.

Respectfully,

BENJ. S. EWELL,
Major, Virginia Volunteers.

Captain CATESBY AP R. JONES, Virginia Navy,
Jamestown Island.

Letter from Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Captain Cocke, Virginia Navy, regarding a force for the protection of batteries under construction.

OFFICE OF NAVAL DETAIL AND EQUIPMENT,
Richmond, Va., May 5, 1861.

SIR: Please say to Captain Allen that Major-General Lee wishes him to assume command of his company and station them for the support of your work. Should this not be a sufficient force for the protection of the works, you are authorized to call on Major Ewell at Williamsburg for such contingent as you may deem necessary.

When application is made by Captain Allen, the major-general will have his company mustered into service.

We have received information that the vessels of the blockading squadron are extending their visits high up the river. You are directed to prevent their ascent above your fort, observing the usual practice in

such cases, first, a shot across the bow; if not attended to, one immediately over the vessel. Should these signals be disregarded, you must fire into them. It is, however, the major-general's desire to keep off hostile collision, if it be properly avoidable. It is thought advisable that no opportunity of gaining information by the enemy of what we are doing should be afforded. To this end you are authorized to prevent any vessel from passing down the river.

By order of Major-General Lee:

Respectfully, etc.,

S. BARRON,
Captain, in Charge.

Captain H. H. COCKE, Virginia Navy,
Petersburg, Va.

Report of Lieutenant Jones, Virginia Navy, of the selection of Jamestown Island as a suitable position for a battery.

JAMESTOWN ISLAND, *May 5, 1861.*

SIR: In obedience to your order of the 29th ultimo, I proceeded the next morning, in company with Lieutenant Randolph, to Norfolk, for the purpose of hastening the preparation of a battery for Burwell's Bay. Finding that I could not, without much delay, obtain more than six guns (one IX-inch and five 32-pounders), I made the necessary arrangements for that number and left Lieutenant Randolph to bring them on when ready, whilst I accompanied Colonel Talcott on a reconnoissance for a suitable position for a battery. After some days' examination, Colonel Talcott selected this island as the lowest place on the river for a battery, and therefore a very important position. Mr. William Allen (the proprietor of the island) had, himself, commenced constructing a battery here, for which he informs me eight 32-pounders are preparing at Norfolk, but these, it is to be apprehended, will not be sent here now without an order from you, as it may be thought that the battery for Burwell's Bay will answer; but supposing them to be sent, there will yet remain two guns to complete the battery as laid out, which Colonel Talcott recommends shall be taken from the twelve IX-inch guns now mounted at Fort Norfolk. Lieutenant Randolph writes that some of the guns and articles selected for this place have been appropriated for batteries above. This will cause delay where it is most injurious, as from our position we are most exposed. The *Glencove* was fired into yesterday only a few miles below this. I requested Major Ewell, of Williamsburg, to order a force to protect our operations. He last night sent a detachment of the Junior Guard, consisting of 17, but without artillery. They may serve to reassure the workmen, who have been most alarmed, and thus hasten the work.

I have assumed command and commenced constructing the battery. The work will, owing to the course of the channel which it is to command, be an extensive one, with five faces and sixteen guns. We have over a hundred negroes, but are delayed for want of barrows, tools, and provisions. We shall, however, be ready to-morrow, if the guns arrive, to mount a portion of them temporarily. Mr. Allen and other gentlemen have thus far supplied the negroes, but they are short of meat, and we require 1,000 pounds of meat, besides subsistence for the volunteers. Please have it furnished, or direct me how to obtain it. I have been embarrassed in this and other cases where expenditures were necessary, and respectfully request instructions.

We require a force to protect the battery and a force to work the guns, and of course provisions to protect them.

I have reported by letter to Captain Cocke, and also addressed him important communications relating to matters mentioned in this, but to this time have had no instructions from him and have been forced to act without them. I have thought proper, therefore, to communicate directly with you.

[CATESBY AP R. JONES.]

Captain S. BARRON, Virginia Navy,
Richmond, Va.

Letter from Lieutenant Jones, Virginia Navy, to Captain Allen, commanding Jamestown Guard, requesting protection of the battery under erection at that place.

JAMESTOWN ISLAND, *May 6, 1861.*

SIR: I am authorized by Major-General Lee to call upon you, with your command, for the protection of Jamestown battery.

Yours, respectfully,

CATESBY AP R. JONES.

Captain WILLIAM ALLEN,
Commanding Jamestown Guard.

Letter from Lieutenant Jones, Virginia Navy, to Major Ewell, Virginia Volunteers, requesting protection for Jamestown battery.

JAMESTOWN ISLAND, *May 6, 1861.*

SIR: I am authorized by Major-General Lee to call upon you for two companies to protect the battery under my command.

Will you be pleased to give the necessary orders, that they may be here with the least practicable delay?

I will also thank you to make the necessary arrangements for subsisting them, as we are entirely without provisions.

I should like to be informed of what steps you take, and also when I may expect the men.

I have the honor to be, your obedient servant,

CATESBY AP R. JONES,
Virginia Navy, Commanding Battery.

Major EWELL,
Williamsburg.

Letter from Lieutenant Jones, Virginia Navy, to the commanding officer at Fort Powhatan, requesting an increased force on Jamestown Island.

JAMESTOWN ISLAND, *May 6, 1861.*

SIR: I have to request that you will send the remainder of Captain Briggs's company to this island for the purpose of assisting in protecting and fighting the battery. The present force is entirely inadequate. We now have four guns mounted; it would require at least fifty men to

fight them; and we are hourly expecting other guns, which will require many more.

With the men will be required provisions, etc.

I have the honor to be, your obedient servant,

CATESBY AP R. JONES,
Commanding Battery.

Major [JOHN P.] WILSON, OR COMMANDING OFFICER,
Fort Powhatan.

Report of Lieutenant Jones, Virginia Navy, commanding Jamestown battery, regarding the lack of suitable force for its protection.

JAMESTOWN ISLAND, *May 6, 1861.*

SIR: Yesterday evening Commander Maury, by your order, delivered four 32-pounders for this battery, but without purchases, tackles, or any other means of handling them, and we have consequently been forced to suspend operations on the work and employ all hands to land and place the guns where they can be fired, which I do not expect to accomplish this forenoon. No train or side tackles have been sent, Commander Maury informing me that Captain Cocke said they were all needed at Fort Powhatan; nor has there been any force sent to work the guns or to protect them.

The 17 men from Williamsburg were ordered to return there last evening, leaving the guns entirely unprotected. Commander Maury, at my request, represented our condition at the fort above, where I understand there were some 200 men, and returned last night with 20 men, a detachment of the Greenville Guards, which is now the only guard we have.

Your letter to Captain Cocke of the 5th instant has been placed in my hands. I shall act as if it were addressed to me. I have called upon Captain Allen this morning for his company. He informs me that they are without arms or uniform. I respectfully request, as they are fine marksmen, that rifled guns be sent them at this place. I shall also call upon Major Ewell for two companies, though I do not expect to obtain them, as his command are somewhere on York River.

Yesterday I received a message from Captain Cocke, saying that he would send some provisions down to-day. I would respectfully request that immediate steps be taken to provision the forces shortly expected here.

The above message is the only communication of any kind that I have had from Captain Cocke. It would appear that the fort above is considered of much greater importance than this. Of course I am not the judge of that, but I consider it my duty to represent the facts, so that you can determine whether it is proper that we should be left with guns without men or means of working them, and without a force to protect them. It would appear that they consider themselves at liberty above to supply themselves without reference to our wants, though we are more exposed to attack and more remote from the source of supply.

I will conclude by stating that imperfect as are the means of defense, I shall endeavor to use them to the best advantage, and in accordance with the instructions in your letter to Captain Cocke.

Very respectfully,

CATESBY AP R. JONES,
Virginia Navy, Commanding Battery.

Captain S. BARRON, Virginia Navy,
Richmond.

P. S.—Lieutenant Maury, in order to enable me to keep a lookout and stop the passage of vessels down the river, left the tug *Raney* here. Both he and I consider it very necessary.

C. AP R. JONES.

It may be proper to state that not the least blame can be attached to Lieutenant Maury for the condition the guns were delivered in.

Letter from Captain Briggs, Virginia Volunteers, to Lieutenant Jones, Virginia Navy, commanding Jamestown battery, regarding the needs of his command.

JAMESTOWN, *May 8, 1861.*

[SIR:] The Greenville Guards in my command is composed of 1 captain, 3 lieutenants, 4 sergeants, 4 corporals, and 73 privates. We have 50 Enfield rifles, 18 flint-lock muskets, with no flints, and entirely out of order.

We have about 2 rounds only of cartridges for Enfield rifles, and about 10 rounds balls. Ammunition is absolutely required.

We have no knapsacks, no cartridge boxes, no tents, no stationery; in fact, no camp equipage, except a few camp kettles.

The old muskets being entirely useless, we would respectfully ask for 30 good guns to correspond as nearly as possible to our rifles.

Very respectfully,

WM. H. BRIGGS,
Captain.

Captain CATESBY AP R. JONES.

P. S —There are 13 without any guns at all. We need also 2 good swords. Two of the muskets have no rammers.

W. H. B.

Report of Lieutenant Jones, Virginia Navy, regarding the mounting of guns in the Jamestown battery.

JAMESTOWN BATTERY, *May 10, 1861.*

SIR: In obedience to your order conveyed by Lieutenant Randolph, I have ordered the remaining tug to return to Richmond. She will have the lighter that brought the guns in tow. I have previously stated the importance of having a steamer here. I will add that I have no reason to change opinion.

We have now 8 guns mounted, two IX-inch, and six 32-pounders of 57 hundredweight, and had succeeded, after great labor, in having temporary platforms constructed where they could be worked, but it proved to be labor thrown away, for Captain Cocke yesterday visited the battery and ordered the side and train tackles for three of the guns to be sent to his battery at Fort Powhatan. I considered it my duty to say to him that this battery must first be attacked, and that the guns above (32-pounders of 52 hundredweight) were lighter than ours, and could, with less difficulty, be worked without tackles than ours, and that they had more men than we had. He replied that it was necessary to complete the battery above, and he had ordered other tackle for this battery. The IX-inch sent from Richmond has no sights or sight boxes,

and is without an elevating screw or roller handspike. Captain Cocke brought some cartridges for the Enfield rifles, but the balls were too large to enter. I suppose they must have been made for the new rifled musket which was purposely made a few thousandths of an inch larger than the Enfield.

We are working a large force; about 250 are now employed. Our supply of provisions is running low, a company from Charles City, numbering 50, having just arrived.

This morning we fired a 32-pounder with 9 pounds of powder and round shot to see if the breeching could not be dispensed with. The recoil was but little more than necessary to the load. The inclination of the platform is 1 inch to the foot. As anticipated, the breeching is entirely unnecessary.

Mr. Myers, the engineer of the work, is, I regret to say, quite unwell; if possible he will see you in person and give you any information you may require in reference to the work.

Very respectfully, your obedient servant,

CATESBY AP R. JONES.

Captain BARRON,
Richmond, Va.

Personal letter from Captain Barron, Virginia Navy, to Lieutenant Jones, Virginia Navy, regarding the issuance of a general order.

MAY 11, 1861.

MY DEAR JONES: I have succeeded in getting a general order issued, which, I think, will relieve you of all embarrassment hereafter. I have sympathized with you fully in your annoyance, and hope that you have found comfort in the full appreciation of your very successful efforts in preparing for the defense of our "good old mother." The navy batteries are designed for the defense of the rivers, and the military force for the protection of the batteries. They all are expected to play into each other's hands. We have nothing particularly new. President Davis is looked for here in a few days, and the next Congress will probably meet here.

Bert has resigned and wants to know where you are.

Very sincerely, yours,

S. BARRON.

Lieutenant CATESBY AP R. JONES, C. S. Navy.

Letter from Captain Barron, Virginia Navy, to Lieutenant Jones, Virginia Navy, expressing appreciation of his zealous prosecution of the work on the battery.

RICHMOND, *May 12, 1861.*

MY DEAR SIR: Your two letters were duly received yesterday. Provisions will be sent you to-morrow, also some tackles for your battery. I wish it were in my power to settle things in such a manner as to give you less trouble and more entire control. As it is, we must work away with all our might and main. Be assured that both the major-general and I fully appreciate your promptness, energy, and zeal in the efficient prosecution of the work confided to your well-known and appreciated

intelligence and patriotism. You have overcome immense difficulties, and your success has given great comfort to the good people of this city and the river. What arrangement has been or can be made for the safe-keeping and proper expenditure of the provisions that may be sent? The guns at York River, Gloucester Point, and West Point are at last in battery; also some guns on Aquia Creek. I hope and believe that the Navy will give satisfaction to the people.

Very sincerely, yours,

S. BARRON.

[Lieutenant CATESBY AP R. JONES.]

Letter from Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Lieutenant Jones, Virginia Navy, regarding the erection of an additional battery.

RICHMOND, *May 23, 1861.*

MY DEAR JONES: Colonel Magruder is to assume command of the forces between your station and York River. You are to hold intercourse with him. I shall send you an officer or two midshipmen; sorry I can't do better for you. Your battery is to be increased five more heavy guns; that is, another battery is to be erected on your island. This is to be the future capital. Davis will probably be here in a few days. Excuse great haste.

Very truly, yours,

S. BARRON.

Lieutenant CATESBY AP R. JONES, C. S. Navy.

Detailed report of Lieutenant Jones (?), Virginia Navy, regarding the battery of Fort Pocahontas.

FORT POCAHONTAS [JAMESTOWN ISLAND?],
May 24, 1861.

SIR: There are 2 IX-inch and 6 32-pounders in this battery. One of the IX-inch is marked W. P., and numbered 110; the other I. F., No. 276.

The 32-pounders are all marked I. F., and numbered, respectively, 392, 394, 401, 406, 403, and 408. Weight, 57 hundredweight.

For the IX-inch we have 70 cartridges (10 pounds), 700 pounds, 35 rounds; 70 shell, 35 rounds; 8 stand of grape, 4 rounds.

For the 32-pounders we have 396 cartridges (8 pounds), 3,168 pounds, 66 rounds; 498 shot, 83 rounds; 75 shell, 12 rounds; 20 stand of grape, 3 rounds; four barrels of powder (400 pounds).

The following ammunition is required: 130 10-pound cartridges for IX-inch, 65 rounds; 130 shell, filled and fuzed, for IX-inch, 65 rounds; 22 stand of grape for IX-inch, 11 rounds; 12 canister for IX-inch, 6 rounds; 204 9-pound cartridges for 32-pounder, 34 rounds; 102 shot for 32-pounder, 17 rounds; 45 shell, filled and fuzed, 32-pounder, 7 rounds; 70 stand of grape, 32-pounder, 12 rounds; 36 canister, 32-pounder, 6 rounds; 200 spare fuzes, 500 primers, 2 fuze wrenches.

There are also required: Spare lock strings (ours are all too short), 2 vent drills, 2 spare beds and quoins, 2 spare trucks, spare double blocks and spare rope for falls (our falls are too short), spun yarn, 1 ladle for IX-inch gun, 1 worm, 12 lanterns, black lead, red lead, india-rubber shoes (2 pair) for magazine, 1 set of weights and scales, 1 set of

measures (copper), 1 funnel for filling shell, copper tools for opening powder barrels, water buckets (2), copper bound, dustpan (copper).

It is very important that a sufficient number of men should be stationed at this battery to man all the guns and to be solely and exclusively engaged in the duties appertaining to it. The efficiency of the battery would be very much increased by the addition of a competent gunner and a few seamen accustomed to the handling of heavy guns.

I have just been informed that five 8-inch army guns have been dispatched to this place. This will readily suggest the necessity of an experienced gunner, to avoid, as much as possible, the necessary complications arising from the supply of guns of three different calibers in the same battery.

P. S.—For 8-inch army guns, 500 cylinders, 2 gunner's quadrants, cartridge-formers for 32-pounder 8-inch and 9-inch guns, and cartridge material.

[CATESBY AP R. JONES (?),
Lieutenant, C. S. Navy.]

Letter from Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Lieutenant Jones, Virginia Navy, regarding the command of the battery on Jamestown Island.

RICHMOND, *May 27, 1861.*

MY DEAR JONES: The Army have been within the last few days landing troops and supplies at the Grove's [wharf], or some point several miles below your station, which is considered to be rather hazardous. Let me know, for the information of the general, your opinion on this point, and whether the same sort of troops and supplies may not be landed under the protection of your battery at or near Jamestown Island. I am very sorry about the thoughtlessness in sending your guns down in a vessel drawing so much water. We are getting to be anxious about your island, and the general and Colonel Talcott determined on the additional guns which have been sent you. The spot on which the battery or redoubt is to be erected was, or is to be, selected by Colonel Talcott, the batteries to be under your command; and when the requisition for men to work the guns is filled, you are to have the entire control of them, exercising, stationing, etc. There has been some sad mistake on this point on your river and at Norfolk, which I trust I have succeeded in correcting. If Captain Cocke be not on the spot, when you have opportunities to write me, or when you have requisitions or reports to make to this office, don't hesitate to do so direct. This is no time for circumlocution. I am trying to get a gunner's mate for you. Had you not better write to Page, at Norfolk, and ask him to beat up a volunteer or so for you? You can offer the gunner's mate's pay, etc., to four men. Be assured that you have my sympathies in all your trials, and shall have my hearty cooperation in all that you may desire to have done, nor shall you be superseded by any person. Pegram has been ordered to Pig Point, and now it is presumed that Cocke will devote himself still more exclusively to his first love—Powhatan.

President Davis is expected here early this week. Page will give you all the news.

Very sincerely, yours,

S. BARRON.

[Lieutenant CATESBY AP R. JONES.]

Order of Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Captain Cocke, Virginia Navy, commanding James River defenses, regarding the duty of the C. S. S. Teaser.

OFFICE OF NAVAL DETAIL AND EQUIPMENT,
Richmond, Va., May 29, 1861.

SIR: Your letter of the 27th instant has been received.

Lieutenant James H. Rochelle has been ordered to proceed with the steam tender *Teaser* to Jamestown Island and to report to you for duty on James River.

The proper station for the *Teaser* is under the guns of Jamestown Island, and she is to render all possible service to the Army in transporting men, munitions of war, etc., from one place or station to another, principally in crossing from Jamestown Island to the mainland.

Lieutenant Rochelle has been informed that no enterprise is to be undertaken without special orders.

By order of Major-General Lee:

Respectfully, etc.,

S. BARRON,
Captain, in Charge.

Captain H. H. COCKE,
Commanding James River Defenses, Petersburg, Va.

General instructions from Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Lieutenant Jones, Virginia Navy.

RICHMOND, *May 29, 1861.*

MY DEAR JONES: The *Teaser* is ordered to be stationed near to your battery. Her principal service is to transport or aid in transporting men, arms, munitions, etc., from the island to the mainland, it being deemed inadvisible to send troops or anything else to landings lower down the river. There is now a large force at Hampton and the neighborhood, which may be designed for this city, passing up the peninsula. Therefore, keep a bright lookout and, if necessary, spike your guns and retire to the stream. There may be attempted an ascent of the river on its right bank; if so, your steamer, with the scows or lighters placed under your orders, will be used for transporting the army to that bank of the river. The major-general commanding directs that no enterprise be undertaken without special orders. We must still act on the defensive.

President Davis arrived here this morning; have not yet seen him. Cabinet will all be here in a day or two. Events are crowding in upon us. Your battery is looked to with deep anxiety. It is considered in Richmond the battery for the defense of the city.

Yours, very sincerely,

S. BARRON.

[Lieutenant CATESBY AP R. JONES.]

Have any men been transferred to you yet for your battery?

Letter from Captain Lee, Virginia Navy, Chief of Office of Ordnance and Hydrography, to Lieutenant Jones, Virginia Navy, commanding Jamestown battery, regarding supplies.

OFFICE OF ORDNANCE AND HYDROGRAPHY,
Richmond, May 29, 1861.

SIR: Your letter of the 28th [24th?] instant is received, and in reply I have to state that your request in regard to the future transportation of guns shall be strictly attended to. I did not send your cartridges because we had but one man in Richmond who could fill them, and he was absent at the time. We sent the powder cylinders.

As previously advised, we have no filled or live shells of any size here.

We have no scales, weights, or measures, but as soon as they are received from Norfolk they shall be forwarded to you. Also the other articles you require for elevating the guns.

That portion of your letter referring to the want of a gunner and crew for the more effectual working of your batteries has been referred to Captain Barron for his action.

The sending to you the army guns was a sudden determination from headquarters. They were ordered to be sent without delay, and we had no time to advise you of their coming.

I am, very respectfully, your obedient servant,

S. S. LEE,
Captain, in Charge.

Lieutenant CATESBY AP R. JONES,
Commanding Battery at Jamestown Island.

Order from Captain Cocke, Virginia Navy, commanding James River defenses, to Lieutenant Jones, commanding Jamestown battery, regarding the duty of the C. S. S. Teaser.

FORT POWHATAN, *May 30, 1861.*

SIR: I have directed Lieutenant Rochelle, of the steamer *Teaser*, to report to you for duty. I have also enclosed Captain Barron's letter to me, in relation to her, which you will be pleased to observe.

All official communications from the officers under my command will have to pass through my hands, agreeably to general orders from headquarters.

Very respectfully, yours, [illegible] accordance with [illegible] tail, you will proceed [illegible] to the exclusion of work[illegible]CKE.

Lieutenant CATESBY AP R. JONES,
Commanding Battery, Jamestown.

P. S.—Your communications to me be pleased to direct to this place.

H. H. C.

General order from Captain Lee, Virginia Navy, Chief of Office of Ordnance and Hydrography, urging care in the expenditure of ammunition.

OFFICE OF ORDNANCE AND HYDROGRAPHY,
Richmond, May 31, 1861.

SIR: This office feels called upon to remind the officers in charge of the several batteries along the rivers that unnecessary expenditure of ammunition, shells, and other projectiles must be avoided.

You will please, therefore, impress upon the minds of the officers in charge of said batteries the great necessity of not throwing away their ammunition, shells, etc., uselessly, as our means of supplying ammunition and projectiles is very limited. Of live shells we have none and no person upon whom we can lay our hands to fill a shell, consequently are dependent upon the small supply that has been already furnished to the batteries. Hence, you will perceive the stern necessity of carefully holding on to those we may now have.

You will please furnish each officer commanding a battery with a copy of this order.

I am, very respectfully,

S. S. LEE,
Captain, in Charge.

Captain H. H. COCKE,
Commanding District, James River, City Point.

Letter from Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Lieutenant Jones, Virginia Navy, commanding Jamestown battery, regarding guns and shells.

JUNE 1, 1861.

MY DEAR JONES: I have made out an appointment as acting carpenter for Mr. Hitchings, and as soon as he appears I will send him to you. I have also caused Mr. Myers's case to be laid before the Governor and council, and hope to get his commission properly dated. I am endeavoring to get slides, beds, etc., made for some of our casemates. If I succeed, I will send you some of the light guns for your redoubt. We have no filled or fuzed shells. We are trying to manufacture fuzes at the Norfolk yard. When we get some you shall be supplied. I have heard of a gunner, who, if I get, shall be sent to you. If any more officers present themselves I will not forget you, be assured. The council think of making you a visit on Tuesday next.

President Davis is here. Toombs also. Mallory and Walker are to be here to-day. To-morrow or next day we shall all be placed under President Davis, I think.

Yours, very truly,

S. BARRON.

[Lieutenant [illegible] R. JONES.]

The [illegible] under your orders, will be incorporated in the Confederate States [illegible] ication other than such as will be attended [illegible] here. I have been before the council on this [illegible] must be rated by you—i. e., his date of entrance on duty [illegible] you, and the rate of pay received by ship's carpenters will be allowed him as if he had been at work in the Norfolk navy yard.

S. BARRON.

Letter from Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Lieutenant Jones, Virginia Navy, commanding Jamestown battery, referring to the transfer of the Navy.

WEDNESDAY EVENING [JUNE 2, 1861?].

MY DEAR JONES: If I can possibly find an officer you shall have him. Jones is in a battery at Norfolk. Murdaugh has not got here

yet. If you have anything to communicate, always write me privately, if you think it desirable that I should be informed. I am truly sorry that you should be trammeled, but necessity has no law. Mr. Mallory is here, and we shall all be transferred over to-morrow or next day. Nothing new. Nobody hurt at Aquia Creek, notwithstanding Yankee Ward's lying report.

Yours, sincerely,

S. BARRON.

[Lieutenant CATESBY AP R. JONES.]

If anything is due to Walker and Mr. Hitchings before they were appointed, have an account made out, certified by Captain Cocke or yourself, and I will attend to it.

S. B.

Letter from Captain Barron, Virginia Navy, Chief of Office of Detail and Equipment, to Lieutenant Jones, commanding Jamestown battery, regarding the transfer of the Virginia Navy.

JUNE 11, 1861.

MY DEAR JONES: I have only time to say that yesterday we were all transferred to Mr. Mallory. The appointments in the Confederate States Navy will be made without any individual action, the governor and council having done all that is necessary in the premises. I am retained in this office—Detail and Orders. Ingraham is in Ordnance and Hydrography; De Bree, Provisions and Clothing; Spotswood, Surgery and Medicine. Address communications accordingly. I have written a circular telling of the change.

Very truly, yours,

S. BARRON.

[Lieutenant CATESBY AP R. JONES.]

Order of the commandant navy yard, Norfolk, to Commander Lee, C. S. Navy, regarding articles required by the C. S. S. Patrick Henry.

NAVY YARD, GOSPORT [NORFOLK], *July 16, 1861.*

SIR: The steamer *Patrick Henry*, alias *Yorktown*, is now waiting for awnings, hammocks, wind sails, etc., and, in accordance with a request from the Bureau of Ordnance and Detail, you will proceed to fill the order with all possible dispatch, even to the exclusion of work now on hand.

In addition, you will please forward 500 fathoms 1-inch manila rope to Commander M. F. Maury.

Very respectfully, etc.,

F. FORREST,
Commandant.

Commander S. S. LEE,
Executive Department.

Order of the commandant navy yard, Norfolk, to Paymaster Peters, C. S. Navy, regarding chartered steamer Harmony.

NAVY YARD, GOSPORT [NORFOLK], *July 20, 1861.*

SIR: I herewith would inform you for your guidance that the State of Virginia will pay for the use of the steamer *Harmony* up to the 1st

instant. After that date the accounts will be made out against, and paid by, the Confederate States.

Respectfully, F. FORREST.

Paymaster WILLIAM H. PETERS.

Order of the Secretary of the Navy of the Confederate States to Captain Barron, C. S. Navy, Chief of Office of Orders and Detail, to proceed to the command of naval defenses of Virginia and North Carolina.

C. S. NAVY DEPARTMENT,
Richmond, July 20, 1861.

SIR: You are hereby detached from the office of Orders and Detail and will take charge of the naval defenses of the States of Virginia and North Carolina afloat, and adopt every means in your power to make them efficient against the enemy.

You will make an examination of the coast and waters of North Carolina, and make such suggestions as your judgment may dictate for the protection of the honor and interests of the country.

The Department is unwilling to circumscribe your action by detailed instructions, relying as it does upon your judgment.

The following vessels, to which others will be added, are placed under your command, viz: The *Patrick Henry*, *Jamestown*, *St. Nicholas*, *George Page*, *Raleigh*, *Edwards*, and *Ellis*.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Captain SAMUEL BARRON, C. S. Navy,
Office of Orders and Detail, Navy Department, Richmond, Va.

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*Order of the Secretary of the Navy to Lieutenant Simms, C. S. Navy, to assume command of the C. S. S. George Page.**

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, Va., July 20, 1861.

SIR: You are hereby detached from the Potomac River defenses and you will proceed to Aquia Creek and report to Captain William F. Lynch for the command of the C. S. S. *George Page*, which vessel constitutes a part of the command of Captain S. Barron, appointed to command the naval defenses afloat of Virginia and North Carolina.

By command of the Secretary of the Navy:

I am, respectfully, your obedient servant,

S. BARRON,
Captain, in Charge.

Lieutenant C. C. SIMMS, C. S. Navy,
Fredericksburg, Va.

General order of Flag-Officer Barron, C. S. Navy, on assuming command of naval defenses of Virginia and North Carolina.

RICHMOND, VA., *July 22, 1861.*

Having been assigned by the honorable Secretary of the Navy to the charge of the naval defenses of the States of Virginia and North Carolina, I hereby assume command.

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*Afterwards called the C. S. S. *Richmond*.

The officers in command of the steamers *Patrick Henry*, *St. Nicholas*, *Jamestown*, *George Page*, *Raleigh*, *Ellis*, and *Edwards*, constituting the present command, will report accordingly to me, by letter directed to this city.

S. BARRON,
Commanding Naval Defenses of Virginia and North Carolina.

Order of the commandant navy yard, Norfolk, to Lieutenant Alexander, C. S. Navy, to assume command of the C. S. S. Raleigh.

NAVY YARD, GOSPORT [NORFOLK], *July 22, 1861.*

SIR: You will report yourself to Commander Lee as the commander of the C. S. S. *Raleigh.*

Captain Lee will proceed at once to fit her out with all expedition.

By order of commandant:

T. T. HUNTER,
Commander and Adjutant.

Lieutenant Commanding J. W. ALEXANDER,
C. S. S. Raleigh.

Order of the commandant navy yard, Norfolk, to Commander Lee, C. S. Navy, regarding the command of the C. S. steamers Ellis and Raleigh.

NAVY YARD, GOSPORT [NORFOLK], *July 22, 1861.*

SIR: The flag-officer directs that the captains of the *Raleigh* and *Ellis* turn their respective vessels over to you, and will give further orders on the subject.

By order of the flag-officer:

THOS. T. HUNTER,
Commander and Adjutant.

Commander LEE.

Report of First Assistant Engineer Clark, C. S. Navy, C. S. S. Patrick Henry, regarding amounts expended for repairs to that vessel.

C. S. S. PATRICK HENRY,
City Point, Va., July 23, 1861.

SIR: Below you will find the amounts expended for repairs to the engines, boilers, and cost of armature of this vessel to this date:

For repairs of engines	$351.38
For repairs of boilers	264.51
For repairs of smoke pipe	138.85
For repairs of gongs and bells	15.00
For one forward shield of wrought iron 38 feet long, 8 feet 6 inches high, and 3¾ inches thick, weighing 48,760 pounds	3,487.02
For one after shield, same dimensions and weight	3,487.01
For two side sheathings of wrought iron 50 feet long, 7 feet 6 inches high, and 2 inches thick, weighing 26,750 pounds each	3,477.50
For bolts, nuts, spikes, and wood screws, weighing 7,392 pounds	976.25
For labor, cutting, and use of tools on armature	928.31
Total	13,125.83

All of which is most respectfully submitted.

Very respectfully, your obedient servant,

HUGH CLARK,
First Assistant Engineer, C. S. Navy.

Commander J. R. TUCKER, C. S. Navy.

Letter from Major-General Magruder, C. S. Army, commanding at Williamsburg, Va., to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, regarding the removal of a gun from that place.

HEADQUARTERS DEPARTMENT,
Williamsburg [Va.], July 23, 1861.

SIR: General Lee having decided that any guns at Jamestown Island not bearing immediately upon the main channel, Captain Jones, of the C. S. Navy, is requested to send to a point on Spratley's shore, three-quarters of a mile above the point where a work is erected, the VIII-inch columbiad, mounted for the protection of the bridge at Jamestown Island, with the implements and ammunition for the same; also the platform for the gun, if that can be removed without making it unserviceable. Captain Allen, now on ordnance duty, will superintend their transportation. The property will be receipted for in due season by a naval officer. Captain Jones will send a gun, if he has one, and a carrylog also. Captain Sands, of the light artillery, will proceed to Williamsburg with his company, bringing his pieces, harness, etc., and camp and garrison equipage and company property, etc., and report to Colonel McLaws, commanding officer at this station. The quartermaster, Captain Morrison, will make arrangements to transport his company and battery in arks through College Creek to within a mile of Williamsburg, where they will be furnished with wagons to transport them to Fort Magruder.

Captain Sands's company will constitute a part of the garrison of that fort.

By command of General Magruder:

G. B. COSBY,
Acting Assistant Adjutant-General.

Captain JONES.

Report of Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, regarding vessels available for purchase by the Confederate Government.

NAVY YARD, GOSPORT [NORFOLK], *July 25, 1861.*

SIR: I hope to get the *Edwards* off for Hatteras to-morrow and the *Ellis* on Monday. There is an iron propeller here—the *Kahuha* [*Kakakee?*]—which can be purchased for $15,000 or $20,000, 95 feet length, 17-foot beam, 100 tons; speed about 9 or 10 miles; boiler six years old. She is now in the service of the Army, and can carry one VIII-inch gun. In North Carolina there is a side-wheel steamer, the *Curlew;* length, about 150 feet, 260 tons; draft, 4½ feet; speed, 12 or 13 miles; carries from eight to ten days' fuel; can probably be bought for $35,000.

Shall I purchase either of these vessels? If yea, I should like to have Commander Arthur Sinclair detailed with me in the waters of North Carolina. He is anxious for this service.

There is a strongly built boat here, without anything in her, which can be bought for—say $4,000. She can carry three guns, to wit, one XI-inch, one X-inch, and one solid-shot VIII-inch, together with a furnace for heating shot. She can be towed down to attack the *Minnesota.*

If I can thus fit her, shall I make the purchase?

Very respectfully, your obedient servant,

S. BARRON,
Comdg. Navy Defenses in waters of North Carolina and Virginia.

Hon. SECRETARY OF THE NAVY.

Letter from Major Thompson, C. S. Army, chief engineer Department Coast Defense, to Colonel Winslow, regarding measures of defense in Hatteras Inlet.*

FORT HATTERAS, *July 25, 1861.*

COLONEL: The day before yesterday we hoisted our glorious flag over Fort Clark, a strong battery I have nearly finished, of five heavy 32-pounders, about half a mile from Fort Hatteras, which secures to us a cross fire upon the bar and the entrance to this inlet. I now consider this inlet secure against any attempt of the enemy to enter it. Our force of men I think rather weak to resist a land attack in case the enemy should effect a landing in the bight of Hatteras. If we had three or four additional companies here, I should feel quite safe, even in that event.

As I have before remarked, this inlet is the key to Albemarle Sound, and it can not be too strictly guarded. We certainly are under the espionage of the United States steamers, as they are seen every day or two in the offing, although they keep without the range of our guns.

If I had received the 10-inch columbiad, we could have damaged them some on their last visit three days since.

We now have two privateers in this harbor, besides the war steamer *Winslow*. The *Gordon*, of Charleston, Captain Lockwood, armed with three guns, is a fine, large steamer. She returned this morning with a prize brig laden with 360 hogsheads of molasses.

We have also a saucy-looking little pilot schooner, the *Florida*, mounting one 6-pounder rifled cannon. She captured a prize two days since, took her crew out, and sent her in with her own men. A U. S. Government steamer gave chase to the prize, and they were obliged to beach her near Nag's Head. She, of course, is a total loss.

W. BEVERSHAW THOMPSON,
Major, Chief Engineer Department Coast Defense.

Colonel WARREN WINSLOW,
Military Secretary.

Instructions from Major Thompson, C. S. Army, chief engineer Department Coast Defense, to Thomas H. Allen, esq., assistant engineer, regarding execution of work at Fort Clark, N. C.*

HEADQUARTERS ENGINEERS' DEPARTMENT,
Fort Hatteras, July 26, 1861.

DEAR SIR: The following are your instructions for the execution of the work at Fort Clark, which you are hereby directed to carry out literally. The work is to be constructed in all respects as indicated upon the plan and explained to you from time to time. The broken line enclosing the gorge of the work, it is important to bestow care upon, in order that the parapet may not exceed 5 feet between the internal and external crests, the superior slope of the gorge being 6 feet horizontal to 1 foot vertical. The entrance to the fort will be through the gorge, as pointed out this morning. It will be 7 feet wide, properly riveted with sod at as abrupt a slope as you can make the material stand, by using the sod as in the revetment of the interior slope. The opening will be protected by a traverse, allowing a passage

* From Richmond Dispatch, September 6, 1861.

between it and the interior slope of 7 feet. The top of the traverse will slope outward in the same manner as the superior slope of the parapet at the gorge, and be provided with a similar banquette on its interior face.

First, erect the magazine and bombproof, and then the traverses, as shown upon the drawing, binding the material throughout at every foot of elevation by brush of proper dimensions, in order that they may stand as nearly vertical as possible. These will be 15 feet wide on the bottom and battered so as to have a width at top of 7½ to 8 feet, and 7 to 8 feet high, the sod well secured by stakes. The banquette will rise to within 4½ feet of the interior crest. It should be 2 feet wide on top and sodded.

Should a steamer arrive from Norfolk with guns and barbette carriages, take out eleven guns—three 8-inch shell guns and eight heavy 32-pounders. Should the X-inch columbiad arrive from Fort Macon, have it landed and taken into Fort Hatteras; it will occupy the pancoupe facing the encampment and the sea front, the 8-inch shell gun taking the place of one of the heavy 32s.

Yours, respectfully,

W. BEVERSHAW THOMPSON,
Major, Chief Engineer Department Coast Defense.

THOMAS H. ALLEN, Esq.,
Assistant Engineer.

Report of Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, regarding vessel available for purchase.

NAVY YARD, GOSPORT [NORFOLK], *July 26, 1861.*

SIR: I can probably purchase a North Carolina steamer of 115 or 120 feet length, 23½ feet beam, 7 or 7½ feet hold, 2 years old, well built, of iron, for about $10,000.

It is believed that the machinery in this yard of the old *Arctic* can be made to suit this vessel. I incline to think she can be made more immediately available than any other within our waters, and is the best for a gunboat.

Can I have Mr. Meades to go into Carolina to examine her? If yes, to decide upon the purchase?

Very respectfully, your obedient servant,

S. BARRON,
Commanding Defenses, etc.

Hon. SECRETARY OF THE NAVY.

Letter from Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, to commandant navy yard, Norfolk, regarding transfer of machinery from C. S. S. Arctic.

NAVY YARD, GOSPORT [NORFOLK], *July 26, 1861.*

SIR: I respectfully request that an examination may be held of the machinery of the old *Arctic*, now in this yard, with a view to having it placed in a vessel about to be purchased by the Confederate States and converted into a gunboat.

Very respectfully, your obedient servant,

S. BARRON.

Flag-Officer F. FORREST,
Commanding Navy Yard.

Order of Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, to Lieutenant Cooke, C. S. Navy, commanding C. S. S. Edwards, to proceed to duty in Hatteras Inlet.

COMMANDANT'S OFFICE, NAVY YARD,
Gosport [Norfolk], July 27, 1861.

SIR: The vessel under your command being ready for service, you will proceed to the waters of North Carolina and take your station at Hatteras Inlet, from which place you will make every exertion to defend the coasts of that State and harass and annoy the commerce of the enemy.

Should you make prizes you will send them either to Norfolk, Va., or some port in North Carolina, as your judgment may determine to be most proper, proceeding in accordance with the law of the Confederate States on the subject of prizes.

You will ship any seamen that may offer.

I am, sir, respectfully, etc.,

S. BARRON.

Lieutenant Commanding J. W. COOKE,
C. S. S. Edwards.

Order of Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, to proceed to execution of Department's orders.

COMMANDANT'S OFFICE, NAVY YARD,
Gosport [Norfolk], July 27, 1861.

SIR: Whenever the opportunity, in your judgment, offers, you will proceed to carry out the within orders given you by the Hon. S. R. Mallory, Secretary of the Navy.

You will report to me from time to time, as opportunity may offer, the progress made in your duty, and send the report through the Navy Department at Richmond.

Before sailing from your present station make the usual return of the officers and crew attached to the vessel under your command.

I am, sir, respectfully, etc.,

S. BARRON,
Commanding Naval Defenses Virginia and North Carolina.

Commander JNO. R. TUCKER,
C. S. S. Patrick Henry.

Letter from Brigadier-General Magruder, C. S. Army, commanding at Yorktown, to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, regarding construction of boats.

DEPARTMENT HEADQUARTERS,
Yorktown, August 22, 1861.

SIR: You are hereby directed to immediately construct boats for the use of the Jamestown and Mulberry Point batteries.

Very respectfully, your obedient servant,

J. BANKHEAD MAGRUDER,
Brigadier-General, Commanding.

Lieutenant Commanding CATESBY AP R. JONES,
Commanding Jamestown Island.

Order of the Secretary of the Navy of the Confederate States to Flag-Officer Barron, C. S. Navy, to proceed to the command of the naval defenses of Virginia and North Carolina.

C. S. NAVY DEPARTMENT,
Richmond, August 23, 1861.

SIR: You will take command afloat of the force organized for the coast defense of Virginia and North Carolina and hoist your flag upon any vessel of the squadron you may deem expedient.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer S. BARRON,
Commanding Naval Defenses, etc., New Berne, N. C

Letter from Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, to Commodore Rousseau, C. S. Navy, Chief of Office of Detail and Equipment, recommending a transfer of command for Lieutenant Jones, C. S. Navy.

NEW BERNE, N. C., *August 23, 1861.*

SIR: I have the honor to request that Lieutenant Catesby ap R. Jones may be detailed for the command of the *Germantown*, now fitting up for a floating battery. The climate of Jamestown Island, the present station of Lieutenant Jones, seems to be very inimical to his health, and this application is made with his consent and approbation. The practical skill of Mr. Jones in gunnery, superadded to other fine qualifications as an officer, point him out as a very suitable person for this command.

I am, sir, very respectfully, your obedient servant,

S. BARRON,
Comdg. Naval Defenses Afloat, Virginia and North Carolina.

Commodore L. ROUSSEAU,
Office of Detail, Equipment, etc., Richmond, Va.

Letter from Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, regarding the fitting of the C. S. S. Germantown as a floating battery.

NEW BERNE, N. C., *August 23, 1861.*

MY DEAR JONES: On the eve of my leaving Norfolk your letter reached me. To-day I forward an application to have you ordered to command the *Germantown*, now being fitted up as a floating battery. I confess, the more I reason upon the propriety and expediency of getting this ship thus prepared afloat, the more my anxiety is increased and my confidence in the project confirmed. She is to have her bulwarks cut down to her spirketing all around, from her spar deck down to her berth deck, which is some 18 inches below the water line. She will have a bulkhead running around the ship about 7 feet from the sides of the ship, which locker will be filled with sand, thus placing 14 feet of sand in addition to the sides of the vessel herself between the enemy and the steamer which will have us in tow. This arrangement, I think, will render our motive power secure against the shot from an adversary. No masts, no machinery, or anything else in the vessel, but provisions

and other necessaries for, say, one month. Her battery will consist of 1 rifle gun, pivot, forward; 1 VIII-inch solid-shot gun aft; 1 XI-inch gun amidship, and 4 IX-inch guns for either side, giving us 7 broadside guns. With this ship well manned and officered, assisted by the *Patrick Henry* and perhaps the four gunboats, carrying each 1 32-pounder, could we not render very important aid to General Magruder when he attacks Newport News? Indeed, would it be very unreasonable in us to attack the *Savannah* and her two steamers, which are not much, anyhow, even though they be under the guns of Newport News? And, lastly, must we do nothing with these means? I really do not think we would be thought overrash to attempt to worry the *Wabash*, if she dared to come out from under Fortress Monroe. Why not? We have land batteries to take refuge under if she worsts us, and we get fatigued. Think of all this. The Navy must do something!

I shall remain here until I get this service organized. The vandals have their eyes upon us here. A report has just come in that a large vessel of the Confederate States has arrived at Beaufort from Europe. If true, it will make our Northern friends even more wrathy. If you be ordered, I shall apply for Robert Carter to go with you, unless you prefer another.

Very truly, your friend,

S. BARRON.

Lieutenant Commanding CATESBY AP R. JONES, C. S. Navy.

Letter from Brigadier-General Magruder, C. S. Army, commanding at Yorktown, Va., to Lieutenant Jones, C. S. Navy, commanding Jamestown Island, requesting his superintendence in sinking of stone boats.

HEADQUARTERS, *Yorktown, August 26, 1861.*

SIR: General Magruder desires that you will take charge of four canal boats filled with granite and sand, forwarded from Richmond 23d of August, and intended to block up the channel of James River and Warwick River. You will superintend the sinking of these four boats in the swash channel between Mulberry Point and Harden's* Bluff, at or near the point where the others were sunk, but which failed to accomplish the obstruction of the channel as intended. You will select the exact spot. The general also desires that you will retain at Jamestown Island the other canal boats now on their way down the river from Richmond until their final disposition is determined upon, which will be communicated to you. You will please report progress.

I am, sir, very respectfully, your obedient servant,

G. B. COSBY,
Acting Assistant Adjutant-General.

Captain CATESBY AP [R.] JONES,
Commanding Jamestown Island.

There are now six of these boats at Mulberry Island, which you will please cause to be sunk in the swash channel between the batteries at Harden's Bluff and Mulberry Point. You will have to take a tug to tow them to position. You are authorized to take any tug for that purpose on the river.

I am, sir, very respectfully, your obedient servant,

G. B. COSBY,
Acting Assistant Adjutant-General.

C. AP R. JONES, C. S. Navy.

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*Also spelled Hardy's.

Order of Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, to Commander Sinclair, commanding C. S. S. Winslow, regarding the duty of that vessel.

NEW BERNE, N. C., *August 27, 1861.*

SIR: When the *Winslow* is ready for service you will take your station at Hatteras Inlet, and use your best exertions for the defense of the honor and integrity of the Confederacy.

When, in your judgment, it may be right and proper to go outside of the harbor, you will do so, and annoy and damage the commerce of the enemy to the utmost of your ability.

Should you succeed in making prizes, you will send them to New Berne, or such other convenient town as you may select, proceeding in accordance with the laws of the Confederate States of America in such cases.

I am, sir, respectfully, your obedient servant,

S. BARRON,
Comdg. Naval Defenses Afloat, Virginia and North Carolina.

Commander ARTHUR SINCLAIR,
Commanding C. S. S. Winslow, New Berne, N. C.

Order of Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, to Lieutenant Murdaugh, C. S. Navy, to take command of the C. S. schooner Manassas.

NEW BERNE, N. C., *August 27, 1861.*

SIR: You are hereby appointed to the command of the C. S. schooner *Manassas* and the two launches *Mosquito* and *Sand Fly.*

When you are ready for service in the schooner you will report to me in person.

I am, sir, respectfully, your obedient servant,

S. BARRON,
Comdg. Naval Defenses Afloat, Virginia and North Carolina.

Lieutenant WM. H. MURDAUGH, C. S. Navy,
New Berne, N. C.

Report of Flag-Officer Barron, C. S. Navy, commanding naval defenses of Virginia and North Carolina, regarding the use of the schooner Manassas as a temporary flagship.

NEW BERNE, N. C., *August 27, 1861.*

SIR: I have the honor to inform you that I have taken possession of the schooner *Minot*, of the Treasury Department, the name of which I have changed to *Manassas*, and appointed Lieutenant Murdaugh to the command of her and the two launches, *Mosquito* and *Sand Fly*, which are expected here in the course of this week.

I shall establish myself on board of the *Manassas* for the present.

There is very great need in this State of a paymaster, who should also be invested with the duties of navy agent.

I enclose a requisition for $1,000 for immediate use in the purchase of various articles which are required from time to time.

Should there be no paymaster available, I beg leave to suggest Mr. Richard Taylor, of Norfolk, for an appointment as acting assistant paymaster, with orders to report to me.

I am, sir, respectfully, your obedient servant,

S. BARRON,
Comdg. Naval Defenses Afloat, Virginia and North Carolina.

Hon. STEPHEN R. MALLORY,
Secretary of the Navy, Richmond, Va.

Order of the commandant navy yard, Norfolk, to Commander Hunter, C. S. Navy, to assume command of the expedition for the defense of the inlets of North Carolina.

NAVY YARD, GOSPORT [NORFOLK], *August 28, 1861.*

SIR: You will take command of the expedition designed for the defense of the inlets of North Carolina, together with such troops as General Huger may attach to it, and be guided by circumstances. Should you meet with Flag-Officer Barron, you will cooperate with him.

So soon as the necessity for your presence in the waters of North Carolina ceases, you will return with your command and report to this station.

Keep me informed of your progress and operations. Relying on your discretion and energy in this emergency, without further detail,

I am, respectfully, etc.,

F. FORREST,
Flag-Officer.

Commander T. T. HUNTER, C. S. Navy.

Order of the Chief of Office of Orders and Detail to Lieutenant Simms, C. S. Navy, to return to the C. S. S. Richmond.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, Va., August 28, 1861.

SIR: You will return to the C. S. S. *Richmond* and remit no exertion in fitting her for service. An engineer has been ordered to report to you.

By command of Secretary of Navy:

Respectfully, your obedient servant,

W. F. LYNCH,
Captain, in Charge.

Lieutenant Commanding C. C. SIMMS,
Aquia Creek, Virginia.

[Endorsement.]

Midshipman Harrison will return to Game [Cockpit ?] Point battery.

In consideration of Lieutenant [B. W.] Frobel's indisposition, I wish you to continue in the discharge of your present duty till further orders.

Respectfully, your obedient servant,

C. H. KENNEDY,
Commanding Potomac Defenses.

Lieutenant Commanding C. C. SIMMS, C. S. Navy.

Letter from Colonel McLaws, C. S. Army, to Lieutenant Jones, C. S. Navy, commanding at Jamestown, transmitting information of a Federal expedition from Fortress Monroe.

HEADQUARTERS, CAMP NEAR FORT MAGRUDER,
August 28, 1861.

The following is a copy of a dispatch received this morning from headquarters, Yorktown:

YORKTOWN, *August 27, 1861.*

Notify the batteries along James River that a naval expedition is afloat from Fortress Monroe; to hold the batteries in readiness for instant action.
By order of General Magruder:

G. B. COSBY,
Acting Assistant Adjutant-General.

Colonel MCLAWS.

Very respectfully, your obedient servant,

L. MCLAWS,
Colonel Tenth Georgia Regiment, Commanding.

COMMANDING OFFICER,
Jamestown.

Order of the commandant navy yard, Norfolk, to Lieutenant Spotswood, C. S. Navy, to superintend the transportation of six guns to North Carolina.

COMMANDANT'S OFFICE, NAVY YARD,
Gosport [Norfolk], August 30, 1861.

SIR: You will take charge of six guns, with their carriages, accouterments, and ammunition complete, and proceed without delay to the nearest point in the State of North Carolina at which you may find Commander Hunter, or any commander of a regiment, and deliver them over, taking a receipt for them; and should your services be deemed necessary there, you will remain until they can be dispensed with.

Respectfully, etc.,

F. FORREST,
Flag-Officer.

Lieutenant C. F. M. SPOTSWOOD,
Navy Yard, Gosport.

Order of the commandant navy yard, Norfolk, to Lieutenant Parker, C. S. Navy, to assume command of the C. S. S. Beaufort.

NAVY YARD, GOSPORT [NORFOLK], *September 2, 1861.*

SIR: You will proceed to New Berne, N. C., and report to Commander Arthur Sinclair for the purpose of taking command of the C. S. S. *Beaufort.*

Respectfully, your obedient servant,

F. FORREST.

Lieutenant W. H. PARKER, C. S. Navy.

Order of the commandant navy yard, Norfolk, to Midshipman Reynolds, C. S. Navy, to proceed to duty at Roanoke Island.

NAVY YARD, GOSPORT [NORFOLK], *September 2, 1861.*

SIR: You will proceed in the steamer *Junaluska* to Roanoke Island and there report to Commander T. T. Hunter for further instructions.

Very respectfully, etc.,

F. FORREST.

Midshipman REYNOLDS,
Receiving Ship United States.

Order of Captain Lynch, C. S. Navy, Chief of Office of Orders and Detail, to Lieutenant Simms, C. S. Navy, regarding his present duty.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, Va., September 2, 1861.

SIR: You will remain with General Holmes until the guns are placed in position.

By command of Secretary of Navy:

Respectfully, your obedient servant,

W. F. LYNCH,
Captain, in Charge.

Commander C. C. SIMMS,
Aquia Creek, Virginia.

Letter from H. K. Burgwyn, esq., to the Secretary of the Navy of the Confederate States, regarding the condition of Fort Macon, N. C.

GOLDSBORO, *September 4, 1861.*

Fort Macon has not one practical gunner; has only forty reliable fuzes, no rifled cannon, no ordnance officer, and only raw troops, without proper supplies. It must fall. It should be supplied at once with a competent naval ordnance officer. May I suggest Lieutenant G. T. Sinclair, with gunners, with two rifled cannon, fuzes, etc.? I beg to refer to Mr. President Davis for my position.

H. K. BURGWYN.

Hon. S. R. MALLORY,
Secretary of the Navy.

Instructions from the commandant navy yard, Norfolk, to Commander Hunter, C. S. Navy, regarding the defenses at Roanoke Island.

NAVY YARD, GOSPORT [NORFOLK], *September 4, 1861.*

SIR: I have received your dispatch by Lieutenant Spotswood and one by Lieutenant Butler, and am glad to find that you are so actively engaged in preparing the defenses of the island of Roanoke. I will forward to you the steamer and the barge *Superior*, with all the material you mention, having already anticipated many of your requirements. I wish we could furnish the gunboats, but it is not practicable.

The *Superior*, with her battery, will be of infinite importance to you, and I am glad you sent her to me. I do not understand why you desire a hot-shot furnace, since you have only to contend with boats of small dimensions and draft of water. Grape and canister are the best for such purposes. I have ordered Lieutenant Parker to command the *Beaufort*. I believe she is at New Berne, subject to the approval of the Department. You can keep Midshipmen Gardner and Gregory under your command. I have no chart that I can rely upon to ascertain your exact position in regard to defenses necessary for the different points in the immediate vicinity of Roanoke Island. You will therefore exercise your best judgment in protecting them, and should you require additional guns and ammunition to that already furnished, as well as the amount about being sent, you will take the earliest occasion to communicate with me on the subject. I believe, from what I can learn from Lieutenant Butler, that you could, with the *Harmony* alone, drive everything from the sound in the neighborhood of Hatteras. I send projectiles to enable you to make the attack, while at the same time a sufficient force can be left to go on with the defenses at the island of Roanoke. In the matter you must of course use a wise discretion. It will be remembered that, although a force of but 4,500 men are left by the enemy, the vessels badly crippled, and no guns on the boats they left inside the bar, they could be easily whipped. If the steamer *Curlew* can be had to mount the rifled gun, she should accompany you, and two small guns mounted in the stern, to be used in case of a retreat.

Respectfully,

F. FORREST.

[Commander T. T. HUNTER, C. S. Navy,
Commanding Expedition to Inlets of North Carolina.]

P. S.—The spiked guns should be sent to Norfolk by the very first conveyance. You ask if the approaches to Norfolk by the canal are being fortified. The work is going on rapidly. The *Kakakee* I will send to-morrow or the following day. I send additional provisions, with a list of articles sent from here by Captain Lee.

Letter from Lieutenant Minor, C. S. Navy, to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, regarding requisitions.

BUREAU ORDNANCE AND HYDROGRAPHY,
Richmond, September 4, 1861.

MY DEAR SIR: Mr. Castolor [Castelar?], from Tredegar, will report to you to-morrow, and I hope he may be able to attend to the vents of the IX-inch gun to your satisfaction.

There is some difficulty in procuring the steel taps for the locks, as the threads are not known to be of the same size as those on hand at Tredegar. If you will permit Castolor [Castelar?] to take the measure of the threads, or, which is better, to bring up a lock with him, it can be attended to very soon.

Your requisition for paints, oils, etc., a drum and fife, canvas, and other articles has been ordered, and they will reach you by the *Northampton* on Friday. Instead of sending you fuzes, we send 100 VIII-inch shells. I have been unable to see Mr. Anderson yet about the expense incurred for your boxes, etc., but Mr. Tanner tells me that some charges were entered against Mr. Anderson's account for the

freight on them. He (Anderson) has been made a brigadier-general and ordered to North Carolina, where, too, Captain Lynch has just been sent to fill Barron's place. Murdaugh is not a prisoner, but is badly hurt, we hear.

I tried to get sights for your VIII-[inch] columbiads to-day, but Gorgas tells me that there are none, and they are only a small knob set in the dispart piece, and a circular one for the breech. If you will send up a plan and sketch by Castolor [Castelar?], with full instructions to guide the workmen, I will try and have them made for you at Tredegar.

I spoke about your defense to Gorgas to-day, and told him how necessary it was for you to have some light artillery, but he says there is none to be had, unless Governor Letcher will supply you, which he will perhaps do if you request it. He might arrange it so that a light artillery company be sent as an addition to your garrison. Gorgas says if you have no bombproofs to protect your men, your defenses had better be abandoned. What do you think of it? The impression is that they will make a dash up James River before long. I will see Mr. Currie about the cook and steward for you.

Lynch's sudden detachment from the Bureau prevents an arrangement just now about the *Germantown*, about which, however, I will endeavor to do as you requested me.

With kind regards to Captains Nelson, Allen, and the gentlemen of your mess,

I am, very truly, yours,

R. D. MINOR.

[Lieutenant CATESBY AP R. JONES.]

Order of Brigadier-General Magruder, C. S. Army, to Lieutenant Noland, C. S. Army, commanding Mulberry Island, in view of a probable attack by Federal force.

HEADQUARTERS, *Williamsburg, September 5, 1861.*

SIR: I am instructed by General Magruder to state that, from information received from below, there may be an expedition up the river with a view to attack our batteries. A very large number of your boats have recently arrived at Newport News and also reenforcements. Everything must be got and kept in perfect readiness at Mulberry Island Point and at the other batteries below. General M. wishes a copy of this letter sent to the commanding officers at Harden's Bluff. He also wishes the commanding officer at Harden's Bluff to send a copy to the captain of the *Patrick Henry* and the commanding officers of the battery at Day's Neck.

I am, sir, very respectfully, your obedient servant,

G. A. MAGRUDER, Jr.,
Aid-de-Camp.

Lieutenant NOLAND, C. S. Army.

Order of the commandant navy yard, Norfolk, to Commander Sinclair, C. S. Navy, commanding at New Berne, N. C., to cooperate in dispossessing the enemy of Hatteras Inlet.

NAVY YARD, GOSPORT [NORFOLK], *September 5, 1861.*

SIR: Upon receipt of this order you will proceed to join Commander Hunter at Roanoke Island and cooperate with him in dispossessing the enemy of the position he now occupies.

I have sent the *Superior* with 4 guns, the *Harmony* with 2 rifled guns, [which] are to be taken for the *Empire*, if she be there. I shall send the *Kakakee* with a rifled gun to-day. With this force I am of opinion you can drive the enemy from the island.

I learn their steamers are in a crippled condition, and if brought soon to action can not long hold out.

I leave this matter much to your discretion.

Respectfully, etc.,

F. FORREST.

Commander A. SINCLAIR,
Commanding Naval Forces at New Berne, N. C.

Monthly report of Commander Whittle, C. S. Navy, commanding York River defenses.

WEST POINT, *York River, September 6, 1861.*

SIR: I make the following monthly report in obedience to your orders contained in your letter of the 2d instant:

Commander Thomas Jeff. Page, Gloucester Point battery.

Commander Jas. L. Henderson, Yorktown battery.

Captain R. K. Hudgins, Virginia Revenue Service, attached to Yorktown battery.

Commander William Leigh, of Virginia Navy, West Point battery.

Lieutenant William E. Hudgins, Virginia Revenue Service, attached to West Point battery.

Stephen Rollins, acting gunner at West Point battery.

Very respectfully, your obedient servant,

WM. C. WHITTLE,
C. S. Navy, Commanding York River Defenses.

Captain W. F. LYNCH,
Office of Orders and Detail, Navy Department, Richmond, Va.

Letter from Brigadier-General Magruder, C. S. Army, to Lieutenant Jones, C. S. Navy, commanding at Jamestown, regarding the obstruction of the mouth of the Warwick River.

HEADQUARTERS, *Williamsburg, September 7, 1861.*

SIR: General Magruder desires me to state that he is very much pleased to learn that the canal boats have been sunk in the swash channel, and desires you to have the remainder of them and such others as may come down sunk across the mouth of the Warwick River with the least possible delay. It would be well to have the mouth of the river sounded before sinking them. General Magruder says that Lieutenant Young, Virginia volunteers, who resides at the mouth of Warwick River, will be able to show the officer in charge of the boats the best locality for sinking them. The general understood to-day that you had taken charge of the steamer *Towns* for this purpose, and he hopes that, with her light draft of water and experienced pilot, there will be no difficulty in towing the boats into Warwick River.

I am, sir, very respectfully, your obedient servant,

G. A. MAGRUDER,
Aid-de-Camp.

Captain JONES.

Letter from the governor of North Carolina to the Secretary of the Navy of the Confederate States, regarding an intended attack by the Federals upon Fort Macon.

RALEIGH, *September 7, 1861.*

The British ship *Alliance*, at Beaufort, communicated with a British war steamer off the port yesterday, which informed them that the blockading fleet would attack Fort Macon to-morrow. I hope the fort is ready, but they have no gunners who can manage the guns, and the same complaint is made at Fort Caswell. Can it be supplied with officers who understand the use of guns?

HENRY T. CLARK.

S. R. MALLORY,
Secretary of the Navy.

Letter from Commander Hunter, C. S. Navy, commanding expedition to North Carolina, to Brigadier-General Huger, C. S. Army, commanding at Norfolk, regarding the holding of Roanoke Island.

C. S. S. RALEIGH,
Off Roanoke Island, September 10, 1861.

GENERAL: As you have doubtless been informed by the engineer of the progress of our works here, I will confine myself to one remark. It is this: From all I have seen and heard since taking possession of this island, I am free to declare that I regard the maintenance of this position possible only so long as it is defended by troops from another State, or from a more loyal part of North Carolina.

I have the honor to be, your obedient servant,

THOS. T. HUNTER,
Commander, C. S. Navy, Comdg. Expedition for Defense of N. C.

General B. HUGER,
Commanding Forces.

Letter from Brigadier-General Magruder, C. S. Army, to the Secretary of the Navy of the Confederate States, regarding the Yorktown battery.

DEPARTMENT HEADQUARTERS,
Williamsburg, Va., September 11, 1861.

SIR: Captain Henderson was detached from the naval battery at Yorktown three or four weeks ago. I have detained him, nevertheless, until a naval officer could be sent to relieve him. When in Richmond ten days ago, I was informed that Lieutenant Fauntleroy, of the C. S. Navy, had been ordered to report to me at Yorktown to fill Captain Henderson's place. He has not yet arrived, and I am much in need of his services. About the same time I ordered Major Randolph to report to the Navy Department the utter worthlessness of the carriages in this battery. He informed me that the Navy Department had immediately ordered every barbette carriage for these guns (8-inch columbiads, six in number), and that they would be furnished, probably one a week. I have not heard of the arrival of any as yet. Please do me the favor to let me know when to expect them. They are of the first importance, indeed, and absolutely essential to the successful defense of the mouth of York River. Please address me at Yorktown.

I am, very respectfully, your obedient servant,

J. B. MAGRUDER,
Brigadier-General, Commanding.

Hon. S. R. MALLORY,
Secretary of the Navy, C. S.

General report of Flag-Officer Lynch, C. S. Navy, commanding naval defenses of Virginia and North Carolina.

NEW BERNE, N. C., *September 12, 1861.*

SIR: I have the honor to report that Colonel Bridgers having requested me to be present with the officers under my command, I repaired to the fort with two of them, having first come to this place to consult with General Gatlin, and returned with him, his staff, and 800 men to support the regiment stationed on the coast about 6 miles south of the fort.

In consequence of traveling by night, I made an error in the computation of time and dated my last but one preceding letter the 11th instead of the 10th.

On Sunday morning there was only one large steamer in sight, and I directed Commander Sinclair to proceed to Norfolk for a rifled gun, reconnoitering as he passed Hatteras Inlet and touching at Roanoke Island, with conditional instructions to remain there if his services were required, and Commander Muse was directed to proceed with the steamer *Ellis* to the mouth of the Pamlico River and keep a vigilant watch for the enemy.

On Sunday night the ship off the port again interchanged signals with others further in the offing, but the next morning the ship at anchor was alone visible. This satisfied me that a strict blockade was being kept, either to prevent the escape of the British ship *Alliance*, loading with naval stores, or to intercept the expected steamer with a cargo of ordnance stores.

On Monday night no signals were seen, and on Tuesday night the large steamer moved off and was replaced by a smaller one, resembling the *Daylight*.

Being now persuaded that no attack was in contemplation, and as an ordnance officer had arrived at the fort, I took my departure with the officers. Last night I sent Lieutenant Commanding Parker with the *Beaufort* to the mouth of the Neuse River, with similar instructions to those given to Commander Muse.

On the bar about 5 miles below this town a line of vessels is sunk across the river, leaving only a narrow passage, which can be speedily blocked up.

In similar manner on the Pamlico, below the town of Washington, strong piles are driven across, leaving also a narrow and easily closed passage.

Abreast of and immediately above these barricades on each river are two efficient batteries; on this river, one of eight heavy 32s and [one] of six of the same caliber, but lighter metal. On the Pamlico are two of four 32s each, which General Gatlin considers sufficient.

The commanders of the *Ellis* and the *Beaufort* are directed, on the first approach of the enemy in force, to come up the rivers, giving information to the military commandant and taking position at the barriers to aid in the defense.

Finding among Commodore Barron's papers a telegram from you directing him to take charge of the steamer *Uncle Ben*, and it being represented to me that the citizens of Wilmington are complaining bitterly because of her not being fitted out, and General Gatlin expressing an earnest desire to turn her over to the Confederate service for the purpose of aiding in the defense of the Cape Fear, I have determined to take preparatory measures until your pleasure can be known.

Under your authority to purchase the cargo of coal at Beaufort, I send Lieutenant Commanding Murphy to Charleston for that purpose,

with instructions as soon as the purchase is effected to proceed to Wilmington and with Carpenter Ed. Williams, who has been ordered to report to him, together with a competent engineer, to survey the *Uncle Ben* and the *Arctic* and report to me their condition.

I have included the latter vessel in the survey, as from all I can learn she is admirably fitted for a floating battery if her machinery be not worthy of transportation. The latter lies at Norfolk.

But for the anticipated attack upon and the inexperience of the garrison of Fort Macon, I would long since have been at Roanoke Island, which is the back door to Norfolk; but I knew that men and guns had been taken there and that it was not remote from the control of high military capacity; while here, with so much at stake, the capacity for defense was questionable.

I felt, too, that the disaster would be overwhelming and the disgrace irretrievable if it fell into the hands of the enemy.

Now it mounts upward of 40 guns (one rifled), and is impregnable.

Paymaster De Bree arrived last night. I leave this morning for Norfolk and Roanoke Island.

I am, very respectfully, etc.,

W. F. LYNCH,
Flag-Officer.

Hon. S. R. MALLORY,
Secretary of the Navy.

Order of the commandant navy yard, Norfolk, to Commander Hunter, C. S. Navy, commanding expedition to North Carolina, regarding hot-shot furnace.

NAVY YARD, GOSPORT [NORFOLK], *September 12, 1861.*

SIR: You will please to return to this yard as early as practicable the hot-shot furnace taken for use at Roanoke Island, as it is wanted immediately for shipment to Fredericksburg, Va., under General Trimble's command.

Very respectfully,

F. FORREST.

Commander T. T. HUNTER,
Commanding Expedition to North Carolina.

Letter from Brigadier-General Magruder, C. S. Army, to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, requesting names of artillery companies and their commanding officers.

DEPARTMENT HEADQUARTERS,
Williamsburg, September 12, 1861.

SIR: I have the honor to request of you to send me the names of the commanding officers of all artillery companies under your command, and the names of each company.

I am, sir, very respectfully, your obedient servant,

J. BANKHEAD MAGRUDER,
Brigadier-General, Commanding.

Captain JONES,
Commanding Jamestown [Battery].

[Endorsement.]

Bedford Light Artillery Company, Captain T. C. Jordan; Hanover Artillery Company, Captain W. Nelson; Jamestown Artillery Company, Captain William Allen; Cockade Mounted Battery, Captain G. V. Rambaut.

Order of the commandant navy yard, Norfolk, to Commander Sinclair, C. S. Navy, commanding steamer Winslow, regarding transfer of officers and crew.

NAVY YARD GOSPORT [NORFOLK], *September 13, 1861.*

SIR: You will transfer from the *Winslow*, under your command, to the receiving ship *United States*, all the officers and crew of your vessel, the latter to be entered for rations, the officers to be put on duty.

Respectfully, etc.,

F. FORREST.

Commander SINCLAIR,
Steamer Winslow.

Letter from Lieutenant Minor, C. S. Navy, to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, on general matters relating to the C. S. Navy.

BUREAU ORDNANCE AND HYDROGRAPHY,
September 14, 1861.

MY DEAR SIR: I wrote rather hurriedly yesterday, and did not have time to "say my say."

I saw Gorgas about the saddles. Someone had drawn a pen across that item in your requisition, but on explaining to him your wants he directed them to be supplied, and I hope you will receive them by the next trip of the *Northampton*. No martingales are allowed.

De Bree is at present on a visit to North Carolina, but will return in a few days. If you will address a letter to him he will no doubt attend to your pecuniary affairs with promptness, for he is one of the most accommodating paymasters I have ever been associated with. No detail yet for the *Merrimack*. I hope to be one of her lieutenants, and I need not say how pleased I would be to serve with you. Brooke, too, will join her, I suppose. He is an indefatigable fellow, and works with heart and head for our glorious cause.

Your letter, or that part of it at least referring to the *Curtis Peck* and *Schultz*, has worked its way all right with the officials here. I read it to Ingraham, and this morning to the Secretary, who expressed a wish that Walker, Secretary of War, should know its contents, and when I read it to him and Mr. Benjamin at the same time he thanked me for the information, and will no doubt act upon it by arming the two boats, as I suggested. Captain Wood, of the Quartermaster's Department, will refer it also to headquarters, and the result will be that the *Northampton* will be armed also. General Lee will soon have a fight in western Virginia, as a general order of his just issued says the march of his army "must be onward." The telegram about Floyd's defeat is not credited here, as it comes from Northern sources, and reads like a lie.

Farrand has the Evansport battery, and in ten days, if the roads remain passable, the Potomac will be closed to the enemy. He is to have 15 guns, and the battery is to be supported by a large force of infantry. Ingraham is absent for a few days. Please have the hundred VIII-inch solid shot (landed by mistake at Jamestown Island) sent to the Grove's Landing for batteries at Williamsburg immediately, if you have not already done so, as transportation was provided for them to that point, and Hicks or his mate blundered in landing them for you when they were intended for General Magruder.

If I can do anything for you let me know. How much powder should I put up as charges for a rifled 32-pounder of 33 hundredweight? Three pounds enough?

Very truly, yours,

R. D. MINOR.

[Lieutenant CATESBY AP R. JONES.]

Letter from the Inspector of Ordnance, navy yard, Norfolk, to Brigadier-General Huger, C. S. Army, commanding at Norfolk, regarding the removal of guns.

ORDNANCE DEPARTMENT, GOSPORT NAVY YARD,
Norfolk, Va., September 16, 1861.

GENERAL: I am directed by the commandant to apprise you that already 15 of the guns laid aside for the defenses of Norfolk and its vicinity, on the requisition of the engineer, approved by yourself, have been otherwise disposed of by the Bureau of Ordnance and Hydrography, and to suggest the propriety of the speedy removal of the remainder to the custody of your own ordnance officers. The commandant also recommends the garrisoning of the outworks for the defense of this yard between Paradise and Scotch creeks previous to and preparatory to laying the platforms and mounting the guns, which would not be safe without a guard. There is as yet but one magazine among them all. Some definite understanding between the engineer and myself as to the kind of carriages to be used there is desirable. Your 12 last 24-pounder shells from Richmond will be ready to-day with navy fuzes.

Respectfully, etc.,

A. B. FAIRFAX,
Inspector of Ordnance.

Brigadier-General HUGER.

Letter from Flag-Officer Lynch, C. S. Navy, commanding naval defenses of North Carolina and Virginia, to Brigadier-General Huger, C. S. Army, commanding at Norfolk, making suggestions regarding army cooperation in the defense of Roanoke Island.

FLAGSHIP MANASSAS,
Off Roanoke Island, September 17, 1861.

GENERAL: So great is the breadth of Croatan Sound, with a channel of 6 feet near the mainland, 3 miles distant, that I am reluctantly forced to the conclusion that but little dependence can be placed upon land batteries for its defense. After a careful reconnoissance, I am persuaded that the defense of this sound must be made at the marshes, 7 miles below, with floating batteries and gunboats, there being no soil wherewith to construct redoubts. But, general, if my information be correct, there is another point demanding immediate and serious consideration.

The fortification at Oregon Inlet, being on the south side thereof, was of course untenable with Forts Hatteras and Clark in the possession of the enemy; but if, as pilots represent to me, a fleet outside can sail within a mile of the beach, thus covering an advancing force toward Norfolk, it seems to me important that the northern side of the inlet be fortified, with a strong sustaining force at hand, and the troops

upon this island be held in constant readiness to be conveyed across Roanoke Sound, to reenforce the former.

I respectfully suggest, if the information I have received be confirmed by experienced pilots, that you send an officer, in whose judgment you confide, to accompany me to the inlet.

Before this, I would have made a reconnoissance of that locality, but that I had not a vessel of sufficiently light draft at my command.

I have the honor to be, etc.,

W. F. LYNCH,
Flag-Officer, Comdg. Naval Defenses N. C. and Va.

Brigadier-General BENJ. HUGER, C. S. Army,
Commanding at Norfolk, Va.

Letter from Brigadier-General Huger, C. S. Army, commanding at Norfolk, Va., to Flag-Officer Lynch, C. S. Navy, commanding naval defenses of North Carolina and Virginia, acknowledging suggestions regarding the defense of Roanoke Island.

HEADQUARTERS OF THE FORCES,
Norfolk, September 18, 1861.

SIR: I have received your letter of the 17th instant, and am obliged for the suggestions. As Colonel Custis Lee, aid-de-camp to the President, has been to Roanoke Island especially to examine it and the defenses, and I hope to see him to-morrow, I will defer immediate action until I consult with him. It does not appear to me possible for any large body of men to advance on Norfolk by the sand spit along the coast.

I remain, very respectfully,

BENJ. HUGER,
Brigadier-General.

Flag-Officer W. F. LYNCH.

Letter from Brigadier-General Magruder, C. S. Army, to the Chief of Bureau of Ordnance and Hydrography, urging the placing of additional guns in the battery at Yorktown.

DEPARTMENT HEADQUARTERS,
Williamsburg, Va., September 19, 1861.

SIR: Several weeks ago Captain Henderson was detached from the Yorktown naval battery, but no officer ordered in his place. I applied to the Navy Department for an officer, and was informed that Commander Fauntleroy had been ordered to repair to Yorktown in his place. He has not arrived. I have since written once or twice on the subject, but have received no answer. As Yorktown is perhaps the most important point on the coast at which there is a naval battery, I beg that this may be attended to as soon as possible.

The heaviest ships can be brought against naval batteries at the mouth of York River, and in great numbers. It is obvious, therefore, that the heaviest guns should be placed there. This subject has been again brought to my notice by Colonel G. W. Randolph, Chief of Ordnance, an officer in whose judgment I place great confidence. He says in a letter just received:

If the expedition fitting out at Washington should come here and bring with it a large number of 10 and 11 inch Dahlgren guns the odds against us would be very

great. Should our batteries be silenced, the fleet may pass up and land troops at defenseless points, and either take the James River batteries and the fortified lines of the peninsula in reverse or march on Richmond, passing by them. Guns of equal caliber are necessary to put us on an equal footing with the enemy.

I concur fully in this opinion, and would respectfully recommend that six of the long 32-pounder rifled guns, said to be now in Richmond, be placed in battery at this point, or that six of the 10 and 11 inch Dahlgren guns be sent if possible. I would also report that I fired two shots from the 8-inch columbiad at Spratley's farm, opposite Hog Island, on James River, with 15-second fuzes and charges of 8 pounds, giving the gun the highest elevation which its casemate carriage would admit. The river is about 1¾ miles wide, and the shells fell short of the other side and exploded in the water, showing that the charges were too small. The carriage, however, was a good deal injured even by these small charges, and if the charges were increased to 10 pounds it would be shattered after a few rounds. This carriage is—like that on which similar guns are mounted in the naval battery at Yorktown—almost entirely worthless. The columbiads at Jamestown are mounted on equally unreliable carriages. I indulge a hope, however, from the last letter received from the Navy Department, that the columbiads at Yorktown will soon be mounted on army barbette carriages, after which I recommend that those on James River be so mounted with the least possible delay. I beg leave to ask the attention of the Navy Department to the immediate necessity of placing in battery at Yorktown the 32-pounder rifled guns mentioned in the above.

I have the honor to be, sir, very respectfully, your obedient servant,

J. BANKHEAD MAGRUDER,
Brigadier-General, Commanding.

Captain LYNCH,
Chief of Bureau of Ordnance.

Letter from Lieutenant Minor, C. S. Navy, to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, referring to the C. S. S. Virginia (Merrimack) and the arrival from England of munitions of war.

BUREAU ORDNANCE AND HYDROGRAPHY,
September 20, 1861.

MY DEAR SIR: Brooke and I have read your letter with suggestions for the armament of the *Merrimack*, and as you say heavy guns are to be mounted, but not one of X-inch but rather of IX-inch, the heaviest to be cast of this caliber, say 14,000 pounds. Buchanan will probably be her captain, and I hope you will be her first lieutenant. I am overwhelmed with duty, some of it, too, not mine, and as rifled guns and projectiles are all the go, I am kept hard at work preparing them for service. A steamer from England has come into Savannah with powder (thank God!), blankets, and munitions of war. North, who is in England, had a hand in it, I believe. I hope this supply will not make the people in power here relax their efforts to make a supply for ourselves. I am glad to say that our prospects for a plenty of this munition are improving, and on yesterday I had the pleasure of obtaining a quantity of saltpeter and sulphur for a mill at Raleigh. Good news, is it not? and I confess that my breath comes easier now than it did when our prospects were so blue. Officers are being sent off to New Orleans for defenses there, and it seems to be the opinion now that Fernandina will soon be attacked.

I send eight tackles for Whittle at Spratley's farm, which please have forwarded to him. How shall I send other and heavier things to him? I did not mean to rifle an old 32, but to ask the charge for a new gun of 33 hundredweight, just made. How much? Three and a half pounds?

Excuse haste.

Very truly, yours,

R. D. MINOR.

[Lieutenant CATESBY AP R. JONES.]

Order from the commandant navy yard, Norfolk, to Flag-Officer Lynch, C. S. Navy, commanding naval defenses of North Carolina and Virginia, regarding the detail of Lieutenant Spotswood, C. S. Navy.

NAVY YARD, GOSPORT [NORFOLK], *September 21, 1861.*

SIR: Lieutenant Spotswood is directed to report to you to assist in getting guns in battery, after the discharge of which duty he will return to this station.

I send you 2 barrels of pork and 1 of beef; the bread will be forwarded as soon as received.

At the earliest practicable moment please order the *Harmony* up, as her services are much needed.

Very respectfully,

F. FORREST.

Captain LYNCH.

Order of the commandant navy yard, Norfolk, to Lieutenant Morgan, C. S. Navy, to prepare a detail of men for Roanoke Island.

NAVY YARD, GOSPORT [NORFOLK], *September 23, 1861.*

SIR: You will be pleased to detail 15 men and hold them in readiness to be sent to Captain Lynch at Roanoke Island, North Carolina, by the first conveyance.

These men may be taken from the crews of the *Edwards* and *Winslow*.

Very respectfully,

F. FORREST.

Lieutenant Commanding V. R. MORGAN,
Receiving Ship United States.

Letter from the commandant navy yard, Norfolk, to Flag-Officer Lynch, C. S. Navy, commanding naval defenses of North Carolina and Virginia, regarding the preparation of the C. S. S. Curlew, and other matters.

NAVY YARD, GOSPORT [NORFOLK], *September 23, 1861.*

SIR: I wrote you by the captain of the *Currituck* a very hasty note, and sent you some provisions and other articles you mentioned as being necessary for your squadron. I am sorry I was unable to send you bread, but by this conveyance have directed 3 barrels to be sent.

I have received your letter to-day from Edenton. I am glad to hear that the *Curlew* is nearly ready for service. Most of your boats, I believe, burn wood, but at your desire I send you 6 tons anthracite coal. This will, no doubt, be sufficient until you receive that which

was purchased by Lieutenant Murphy for your use. I am now busily engaged fitting out the large barge you sent here. You have four rifled guns, one of which you will have to put on the *Curlew*, as the demand for rifled guns is so great that we can not supply them fast enough. We have just sent those that were ready to New Orleans. Your requisition for two 32-pounders of 61 hundredweight, with carriages, etc., with the other articles mentioned, will be sent to you. I am very glad to find that you have made a discovery, the information of which the pilots could not afford you in relation to the depth of the water east of the channel. I suppose you will have it all shipped out to enable you to take advantage of it.

You mention having sent a requisition for stationery. It has not reached me. I will, however, send some to you. I am clearly of the opinion that the lieutenants of the Navy should be detached from some of the batteries and placed upon their appropriate duty. You certainly ought to have the benefit of their services, while commanders should also be designated for such positions as their rank entitles them to. These matters are being entirely overlooked or neglected at Richmond.

* * * * * * *

I wish you would send the *Harmony* back as soon as you receive this. Her services are indispensable as an ordnance transportation boat. I did not design to part with her longer than a day or two at furthest when she left here.

I am, truly, yours,

F. FORREST,
Flag-Officer and Commandant Norfolk Station.

Flag-Officer WM. F. LYNCH,
Commanding Virginia and North Carolina Coast Defenses, etc.

Order of the commandant navy yard, Norfolk, to Commander Sinclair and Lieutenants Sinclair and Maury, C. S. Navy, to proceed for temporary duty to Wilmington, N. C.

NAVY YARD, GOSPORT [NORFOLK], *September 24, 1861.*

SIR: You will proceed without a moment's delay to Wilmington, N. C., and report yourself to the general commanding for temporary duty.

It is all important that you should leave by the first and earliest opportunity.

If possible, a separate train should be provided, as your presence at Wilmington demands the utmost expedition.

Respectfully,

F. FORREST.

Commander A. SINCLAIR.

(The same to George T. Sinclair and W. L. Maury.)

Letter from the Secretary of the Navy of the Confederate States to the Secretary of War of the Confederate States, transmitting suggestions regarding the river batteries in Virginia.

C. S. NAVY DEPARTMENT,
Richmond, Va., September 26, 1861.

DEAR SIR: The enclosed letter was this day handed to me by the officer in charge of orders and detail of this Department, Captain

Buchanan. I find a decided impression prevailing in circles informed upon the condition of the river batteries in Virginia that they are less efficient than they might be made by certain changes, and Captain Buchanan's suggestions are therefore worthy of consideration. Perhaps an assignment of the James River batteries, especially to naval officers, who are all more or less familiar with this particular river, in the manner he speaks of might result advantageously, and I desire to say that I will be very glad to adopt this or any similar measure which may conduce to the greater security of the river.

I am informed that there are no naval officers at the extensive and important works on Craney Island.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Hon. SECRETARY OF WAR.

[Enclosure.]

OFFICE OF ORDERS AND DETAIL,
Navy Department, C. S., Richmond, Va., September 26, 1861.

SIR: Under the present arrangement the batteries in the neighborhood of Norfolk and on the various rivers in which are mounted naval guns, and many of which are commanded by naval officers, are not as efficient as they ought to be. Several of these batteries are under the orders and control of the Army and no naval officers attached to them, and others are commanded by naval officers, but the men are not placed under the control of those officers, consequently the efficiency of the batteries is impaired. Soldiers should be detailed for duty in those batteries and placed under the exclusive orders of the naval officers, and their removal subject only to the orders of the commanding general of the division in which they are placed. The company officers should be present at the exercises of the guns, so as to enable them to succeed the naval officer in the event of death, and they should drill their men daily at the small arms and assist the naval officers in the general police duties of the batteries. Under this system discipline, efficiency, and harmony will be obtained, and the batteries rendered much more serviceable to the country than they now are.

Very respectfully, your obedient servant,

FRANKLIN BUCHANAN,
Captain, in Charge.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Report of Commander Whittle, C. S. Navy, commanding York River defenses, regarding the batteries at Gloucester Point, Yorktown, and West Point.

WEST POINT, YORK RIVER, *September 28, 1861.*

SIR: In answer to your circular of the 24th instant, just received, I have the honor to report that there are at Gloucester Point, 1 commander, in command of battery; nine IX-inch shell guns; two 32-pounders of 57 hundredweight; and platforms ready for 3 more guns, which I earnestly desire may be supplied.

At Yorktown, 1 commander in command of battery; 1 lieutenant, Virginia Revenue Service; six 8-inch columbiads on barbette carriages, very inferior and untrustworthy.

At West Point, 1 captain, Virginia Revenue Service, commanding battery; 1 acting gunner; two IX-inch shell guns; one 32-pounder of 57 hundredweight, and 5 embrasures ready for guns, which I hope may be supplied.

I have been in the habit of making monthly reports, such as required by your circular to Bureau of Ordnance and Hydrography. As this month is so nearly expired, I presume another report will not be necessary on the 1st proximo, unless changes should be made in the officers and armament of batteries.

I am, respectfully, your obedient servant,

WM. C. WHITTLE,
Commanding York River Defenses.

Captain FRANKLIN BUCHANAN,
In Charge of Office of Orders and Detail, Richmond, Va.

[Telegram.]

CHARLESTON, S. C., *October 1, 1861.*

All right so far, but impossible to move on account of weather. I will telegraph immediately when the time comes.

W. H. T.

R. M. T. HUNTER,
Secretary of State.

Order of Major-General Holmes, C. S. Army, to Lieutenant Simms, C. S. Navy.

HEADQUARTERS DEPARTMENT OF FREDERICKSBURG,
Brooke's Station, October 2, 1861.

SPECIAL ORDER, No. 149.

Lieutenant Simms, C. S. Navy, having performed the duties required of him at Evansport under instructions from the Navy Department, will report for duty to Captain Kennedy, C. S. Navy, commanding batteries near Aquia Creek.

The general commanding takes great pleasure in stating that while acting under his orders Lieutenant Simms has uniformly shown the utmost devotion, and his whole conduct has been characterized by an energy and zeal in the highest degree commendable.

By order of General T. H. Holmes:

D. H. MAURY,
Assistant Adjutant-General.

[Telegram.]

CHARLESTON, S. C., *October 3, 1861.*

Three steamers and a sloop of war now blockading the harbor; two of the steamers, frigates, arrived in the last twenty-four hours. It is thought thus an even chance of success. We shall accordingly take

the route through Texas to Matamoras, Mexico, unless otherwise directed. Reply at once, and, if the change of route is acceded to, request the Secretary of War to direct officers of the Army on the route to give all facilities of transportation. Write to New Orleans.

JOHN SLIDELL.
J. M. MASON.

Hon. R. M. T. HUNTER,
Secretary of State.

Letter from the Adjutant and Inspector General, C. S. Army, to Brigadier-General Hill, C. S. Army, commanding at Goldsboro, N. C., regarding ordnance from the Navy.

ADJUTANT AND INSPECTOR GENERAL'S OFFICE,
Richmond, October 3, 1861.

SIR: Your letter of the 29th ultimo, requesting authority to draw directly from Norfolk such ordnance as the navy officer there could spare, without the delay and hindrance of an application in any other quarter, was duly submitted to the Secretary of the Navy, who has control of the ordnance referred to. He has returned your letter to this office with the following endorsement, viz:

We have sent from Norfolk to North Carolina, up to July 15, 203 guns; in addition, up to 2d of October, 39; in all, 242 guns, including 6 rifled 32-pounders. We have rifled and banded 23 guns, 6 of which have gone to North Carolina, and we can not send any more rifled guns at present, our vessels being in want of them. Two additional were ordered yesterday to North Carolina.

S. R. M[ALLORY],
Secretary of the Navy.

Flag-Officer Lynch, of the C. S. Navy, is charged with the naval defenses of the coast of North Carolina. He is now at Roanoke Island, and it is suggested that you confer with him in regard to the armament of the coast within your district, as he may be able to give you more information on the subject than may possibly be had elsewhere.

I am, respectfully, etc.,

S. COOPER,
Adjutant and Inspector General.

Brigadier-General D. H. HILL,
Goldsboro, N. C.

Order of the commandant navy yard, Norfolk, to Lieutenant Cooke, C. S. Navy, commanding C. S. S. Edwards, to proceed to Roanoke Island, North Carolina.

NAVY YARD, GOSPORT [NORFOLK], *October 3, 1861.*

SIR: You will take the command of the steam gunboat *Edwards* and proceed with all dispatch to Roanoke Island, North Carolina.

Upon your arrival there you will report yourself to Flag-Officer Lynch for such instructions as he may give you.

Respectfully, etc.,

F. FORREST,
Flag-Officer.

Lieutenant Commanding J. W. COOKE,
Steamer Edwards.

[Telegram.]

CHARLESTON, *October 4, 1861.*

Your telegraph received. We can not get out safely by the *Nashville;* route to Mexico believed impracticable from delay. Steamer *Gordon* now chartered by Government at two hundred a day for harbor services; light draft; strengthening for carrying cannon and been in use as a privateer; a good seaboat; tonnage upward of 500 tons; can go at any time and by any route to Nassau or Havana. Offered at $62,000 or chartered to either port at $10,000 for the trip; owners to pay all expenses; Government to pay value if captured. Will be very useful for coast defense. We will go at once in her if authorized, and think the charter price may be reduced one-half. One or more naval officers to go in her, as may be ordered.

JOHN SLIDELL.
J. M. MASON.

Hon. R. M. T. HUNTER,
Secretary of State.

Letter from Colonel Hunt, C. S. Army, to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, regarding the detail of a naval officer.

HEADQUARTERS FORCES AT AND AROUND WILLIAMSBURG,
Williamsburg, October 4, 1861.

SIR: In a letter from headquarters, addressed to me as the commanding officer of this post, under date of 2d October, 1861, the general directs as follows:

As soon as you receive this letter you will send to Captain Jones for a navy officer to teach a detachment from the battalion of your regiment, now at Williamsburg, the service of the 42-pounder carronades. * * *

You will accordingly detail a navy officer for the purpose mentioned.

I am, sir, very respectfully, your obedient servant,

T. G. HUNT,
Colonel, Commanding Post.

Captain JONES, of the Navy,
Jamestown, Va.

Letter from Lieutenant Jones, C. S. Navy, commanding Jamestown battery, to Colonel Hunt, C. S. Army, responding to a request for the detail of a naval officer.

OCTOBER 4, 1861.

COLONEL: I have just received yours of this date, conveying General Magruder's order to send a naval officer to Williamsburg to teach a detachment the service of the 42-pounder carronade. I would state in reply that there is no naval officer under my command, and that (excepting myself) there is no person on the island who understands the service of the carronade. I might, with proper facilities, in the intervals of my duties here, give the necessary instruction.

I am, sir, very respectfully, your obedient servant,

C. AP R. JONES.

Colonel T. G. HUNT,
Williamsburg.

Armament and ordnance stores on board the C. S. S. Fanny, October 8, 1861.

1 32-pounder rifled cannon, with locks, sights, and aprons.
1 8-pounder rifled cannon.
1 sponge and 1 rammer for 32-pounder.
1 scraper for 32-pounder.
2 rammers and sponges for 9-pounder rifled cannon.
1 worm for 9-pounder.
6 25-second shells for 32-pounder.
9 20-second shells for 32-pounder.
4 15-second shells for 32-pounder.
18 unloaded shells for 32-pounder.
24 6-pound charges for 32-pounder.
9 8-pound charges for 32-pounder.
42 shells for 9-pounder [8-pounder?] rifled gun.
47 charges for 9-pounder [8-pounder?] rifled gun.
26 cutlasses, with belts and frogs.

Very respectfully, etc.,

JAMES L. TAYLOE,
Master, Commanding.

Flag-Officer W. F. LYNCH,
Commanding Naval Defenses of Virginia and North Carolina.

Letter from Messrs. Mason and Slidell to the Secretary of State of the Confederate States, regarding the charter party of the steamer Gordon.

CHARLESTON, *October 11, 1861.*

SIR: We have the honor to send to you herewith the charter party* we have made with owners of steamer *Gordon*, in conformity with your telegraphic instructions; also a letter* from Messrs. John Fraser & Co., of this place, by which you will perceive that if the *Gordon* return safely the cost of the charter to the Government will be reduced to $5,000.

Very respectfully, your obedient servants,

JOHN SLIDELL.
J. M. MASON.

Hon. R. M. T. HUNTER,
Secretary of State, Richmond.

[Telegram.]

CHARLESTON, *October 12, 186[1].*

Our friends left here last night at 1 o'clock. A fast steamer, good officers, and very dark night, with heavy rain. The guard boat reported that they crossed the bar about 2 o'clock, and that they could neither have been seen nor heard by the fleet. A strong northwest wind helped them, and the fleet this morning seems not to have changed position at all. As soon as we hear further I will telegraph. The steamer ought to be back in about a week, and nothing said until her return. Communicate to Mrs. Mason.

WM. HENRY TRESCOTT.

Hon. R. M. T. HUNTER.

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* Not found.

Letter from Brigadier-General Hill, C. S. Army, to the Secretary of the Navy of the Confederate States, regarding the defenses of North Carolina.

PORTSMOUTH, VA., *October 18, 1861.*

SIR: Having been placed by the honorable Secretary of War in charge of the coast defense of North Carolina from Fort Macon to the Virginia line, I have the honor to call your attention to the following statement of the condition of the fortifications. I make my report to you because the only hope of getting the proper ordnance is the navy yard in this place:

Fort Macon can not be held without 4 more efficient guns of long range. There are but 4 guns now of long range, and these are illy supplied with ammunition and are mounted on very inferior carriages.

The battery at New Berne is well constructed and has 2 heavy 8-inch columbiads, but the ammunition is very scarce.

Washington has two good batteries as far as the earthwork is concerned, but the guns are of inferior caliber.

Hyde, the richest county in the State, has ten landings and only a 9-pounder fieldpiece—an old English gun.

Roanoke Island is the key to one-third of North Carolina, and its possession by the enemy would enable him to seize the great railway connection between north and south of the Confederacy. This all-important island is in want of men and guns. It should have at least 6 more rifled cannon. Feeling that everything depended upon holding it, I came up last night to apply to the Navy Department for ordnance and ordnance stores. I found Commodore Forrest, Captain Fairfax, and General Huger fully as much concerned about the island as I was, but they could do nothing for me without your order. Under these circumstances I most earnestly appeal to you for 6 additional rifled cannon—4 for Fort Macon and 2 for Roanoke Island. There ought to be, however, 4 at least for the latter place. I am confident that Manassas itself is not more important than it.

With great respect,

D. H. HILL,
Brigadier-General, C. S. Army.

Hon. S. R. MALLORY,
Secretary C. S. Navy.

Letter from the Secretary of the Navy of the Confederate States to the Secretary of War of the Confederate States, stating his inability to furnish additional guns as requested.

C. S. NAVY DEPARTMENT,
Richmond, Va., October 23, 1861.

SIR: Brigadier-General D. H. Hill, in a report upon the condition of certain coast defenses of North Carolina, informs me that Fort Macon can not be held without 4 more effective guns of long range; and he calls upon this Department to furnish him with 6 additional rifled guns, 4 for Fort Macon and 2 for Roanoke Island. I regret to say that I can not furnish these guns, and respectfully refer the subject to you.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Hon. SECRETARY OF WAR.

Letter from Brigadier-General Magruder, C. S. Army, commanding at Yorktown, Va., to Lieutenant Jones, C. S. Navy, commanding Jamestown battery, announcing the presence of the enemy's fleet in Hampton Roads.

HEADQUARTERS, *Yorktown, October 27, 1861.*

CAPTAIN: Captain Henderson is absent, sick. We think it probable we shall have an attack soon. The enemy's fleet is still in Hampton Roads; 30,000 men are there.

Send me, if you can, Captain de Lagnel, or some officer who knows something of the duties of a naval battery, and of landing, manning, etc., heavy guns and gun carriages.

Yours, very respectfully,

J. B. MAGRUDER,
Brigadier-General, Commanding.

[Lieutenant CATESBY AP R. JONES, C. S. Navy.]

Report of the armament of batteries around Norfolk, October 29, 1861.

SEWELL'S POINT.

For defense of the river.

32-pounders, 61 cwt	4
32-pounders, 57 cwt	7
32-pounders, rifled	2
IX-inch guns	6
	19

Interior defenses.

32-pounders, 61 cwt	6
32-pounder, 27 cwt	1
42-pounders, carronades	3
	10
Total	29

FORT NORFOLK.

IX-inch guns	8
32-pounders, 61 cwt	2
32-pounders, 57 cwt	2
32-pounders, 27 cwt	2
18-pounder, 4,737 pounds	1
Total	15

FORT NELSON.

32-pounders, 57 cwt	8
32-pounders, 51 cwt	5
8-inch guns, 55 cwt	2
	15
November report adds 1 gun, rifled (English)	1
Total	16

PINNER'S POINT.

32-pounders, 57 cwt	7
32-pounders, 42 cwt	4
Total	11

Report of the armament of batteries around Norfolk, October 29, 1861—Continued.

LAMBERT'S POINT.

32-pounders, 57 cwt	9
8-inch gun, 63 cwt	1
Total	10

NEW BATTERY, NEAR PINNER'S POINT.

32-pounders, 61 cwt	4

CRANEY ISLAND.

X-inch gun, pivot	1
8-inch gun	18
IX-inch gun	7
8-inch solid-shot guns	3
32-pounders	12
32-pounder, rifled	1
Total	42

PIG POINT.

32-pounders, 57 cwt	5
32-pounders, 42 cwt	4
8-inch guns, 55 cwt	4
32-pounder rifled gun	1
Total	14

TANNER'S CREEK.

32-pounders, 62 cwt	3
42-pounders, carronades	2
Total	5

BUSH'S BLUFF.

32-pounders, 42 cwt	5
Total guns for harbor defense	150

ENTRENCHED CAMP.

32-pounders, 61 cwt	15
42-pounders, carronades	14
Total	29
Total guns around Norfolk	179

FORREST ENTRENCHMENTS.

32-pounders, 61 cwt	16

Order of Captain Buchanan, C. S. Navy, Chief of Office of Orders and Detail, to Lieutenant Simms, C. S. Navy, commanding C. S. S. Richmond, to proceed to the defense of the Rappahannock River.

FREDERICKSBURG, VA., *October 30, 1861.*

SIR: You will accompany me to Lowry's Point, to assist in making arrangements for the defense of the Rappahannock River. After performing this duty you will return to the command of the *Richmond*.

Respectfully, your obedient servant,

FRANKN. BUCHANAN, C. S. Navy.

Lieutenant Commanding C. C. SIMMS, C. S. Navy,
Commanding C. S. S. Richmond.

Order of Captain Buchanan, C. S. Navy, Chief of Office of Orders and Detail, to Lieutenant Jones, C. S. Navy, detaching him from the command of Jamestown battery.

OFFICE OF ORDERS AND DETAIL,
Navy Department, C. S., Richmond, Va., November 6, 1861.

SIR: You are hereby detached from the command of the Jamestown Island batteries, and you will report forthwith to this office for duty, leaving the senior officer under you in command in charge of the batteries.

By command of Secretary of the Navy:

Respectfully, your obedient servant,

FRANKLIN BUCHANAN,
Captain, in Charge.

Lieutenant Commanding C. AP R. JONES, C. S. Navy,
Jamestown Island, Virginia.

[Endorsement.]

NAVY DEPARTMENT, *November 9, 1861.*

Lieutenant Jones reported in obedience to above orders.

E. M. TIDBALL,
Chief Clerk.

Letter from the commandant navy yard, Norfolk, to Flag-Officer Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the transfer of the officers of the French corvette Prony.

NOVEMBER 11, 1861.

I send by the flag of truce, in charge of Commander S. S. Lee, the captain, officers, and crew of H. I. M. steam corvette *Prony*, recently wrecked on Ocracoke Bar, coast of North Carolina. Captain De Fontages is extremely anxious to avail himself of the first opportunity of getting passage to New York, in view of proceeding to Europe.

I trust that he will receive from you every facility for carrying out his purpose.

I am, sir, respectfully, your obedient servant,

F. FORREST,
Flag-Officer and Commandant.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Blockading Naval Forces, Hampton Roads, Virginia.

[Telegram.]

NORFOLK, *November 18, 1861.*

Enemy sending troops up James River; embarking at Newport News in steamers, chartered gunboats. Our steamers in the river should be notified accordingly; no idea of where they purpose making a demonstration.

J. F. MILLIGAN,
Captain and Signal Officer.

Hon. J. P. BENJAMIN.

Order of the Secretary of the Navy of the Confederate States to Lieutenant Simms, C. S. Navy, transferring him from the command of the C. S. S. Richmond to duty on the C. S. S. Virginia (Merrimack).

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, November 20, 1861.

SIR: You are hereby detached from the command of the steamer *Richmond* and will proceed to Norfolk without delay and report to Flag-Officer Forrest for duty on board the *Merrimack*.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Lieutenant CHAS. C. SIMMS, C. S. Navy,
Commanding Steamer Richmond, Quantico Creek, Virginia.

Letter from the commandant navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding at Norfolk, requesting the detail of a company to St. Helena, Va.

NOVEMBER 21, 1861.

GENERAL: As the guns on the intrenchment at St. Helena [Va.] are almost being mounted, may I ask the favor of you to direct a company detailed there. I learn that you have one stationed at Oak Grove Church, which is near at hand. They could be advantageously employed and drilled at the great guns at St. Helena, where they can be well provided with winter quarters.

I am, sir, respectfully, your obedient servant,

F. FORREST,
Flag-Officer.

Major-General B. HUGER,
Commanding Forces, etc., Norfolk, Va.

Order of the commandant navy yard, Norfolk, to Lieutenant Jones, C. S. Navy, to test the guns for the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, DOCKYARD,
Gosport [Norfolk], November 23, 1861.

SIR: On the arrival of the rifled guns designed for the *Merrimack*, you will be pleased to ascertain by actual firing their range and capacity.

For this purpose the guns will be placed temporarily in battery at the naval hospital, and, on your requisition, the necessary powder, not to exceed 300 pounds, will be furnished.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Lieutenant CATESBY AP R. JONES, C. S. Navy,
Executive Officer Merrimack.

Letter from the commandant navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding at Norfolk, regarding plan for the protection of guns.

COMMANDANT'S OFFICE, DOCKYARD,
Gosport [Norfolk], November 24, 1861.

GENERAL: I send by Captain Pinkney a plan* for the better protection of the guns, particularly at Sewell's Point.

One has already been furnished General Hill, who approves and intends adopting it at Roanoke Island.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Major-General HUGER,
Commanding Department of Norfolk.

Letter from the commandant Navy Yard, Norfolk, to W. G. Webb, esq., regarding the shipment of iron for the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, DOCKYARD,
Gosport [Norfolk], November 25, 1861.

SIR: You will proceed without delay to Richmond, via Petersburg, and, after seeing the agents, superintendents, and other officials of the Seaboard and Roanoke Railroad, together with the proprietors of the Tredegar Works, you will make all necessary arrangements for the shipment of the iron for the *Merrimack* by way of Weldon.

You are necessarily left to your own discretion in this matter to some extent, and I rely greatly upon your energy and intelligence in carrying out this order.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

W. G. WEBB, Esq.,
Dockyard, Gosport [Norfolk].

Letter from the commandant navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding at Norfolk, regarding guns for the batteries.

NOVEMBER 25, 1861.

I have to report that the six rifled guns (banded) which I transferred to you some time since have been approved by the Secretary of the Navy by letter of the 23d instant, an extract of which I herewith append:

A few rifled guns of long range are unquestionably desirable in each battery, but the belief is fast gaining ground that the 8-inch and 9-inch guns, with shell and hot shot, will make the best defense against vessels. The enemy's success at Port Royal may prompt him to attempt the capture of Norfolk by similar means, and to this his naval pride may prove a strong stimulant. This it would seem he can not do with his wooden vessels if our batteries are well commanded and served.

Respectfully, your obedient servant,

F. FORREST,
Flag-Officer.

Major-General HUGER,
Commanding Forces, Norfolk.

Not found.

General Order of the commandant navy yard, Norfolk, regarding companies of mechanics organized as small-arms men.

GENERAL ORDER, No. 10. } COMMANDANT'S OFFICE, DOCKYARD, *Gosport [Norfolk], November 25, 1861.*

Captains of companies of mechanics, organized as small-arms men in this dockyard, will report to Captain [John D.] Simms, C. S. Marine Corps, who has been detailed to command them.

They will report on Wednesday (27th) at the office of Commander Lee at 11 o'clock.

F. FORREST,
Flag-Officer and Commandant.

Commander S. S. LEE, C. S. Navy,
Executive Officer, Dockyard.

Letter from the commandant navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding at Norfolk, requesting the use of a steamer to carry a flag of truce.

NOVEMBER 26, 1861.

GENERAL: I have received a communication from the Department which requires that a flag of truce be sent as early as practicable to Flag-Officer Goldsborough, in view of an exchange of Captain Barron and Masters Hudgins and Hicks. I have prepared a dispatch for the purpose, and will place it in the hands of Lieutenant J. S. Maury to be delivered.

If you can spare a steamer for the purpose, you would add to the many obligations already conferred on

Your obedient servant,

F. FORREST,
Flag-Officer.

Major-General B. HUGER,
Commanding Forces, Norfolk.

Order of the commandant navy yard, Norfolk, to Lieutenant Morgan, C. S. Navy, regarding transfer of guns for the defense of Savannah.

COMMANDANT'S OFFICE, DOCKYARD,
Gosport [Norfolk], November 26, 1861.

SIR: You will be pleased to get ready for delivery to Commander Page, on his arrival here, eight of the 32-pounders on board the frigate *United States*, with their carriages and equipments, for the defense of Savannah.

Respectfully, your obedient servant,

F. FORREST,
Flag-Officer.

Lieutenant Commanding V[AN R.] MORGAN,
Frigate United States.

Batteries of York River, as reported by commanding officer, December 1, 1861.

Gloucester Point Battery.—Commander Page, commanding.

Nine IX-inch; 2 32-pounders, 57 cwt.
One 32-pounder, 61 cwt.; 2 32-pounders, rifled.
Two 42 pounders, carronade; 2 32-pounders, 27 and 32 cwt.

Yorktown Battery.—Captain J. M. Maury, commanding.

Six 8-inch columbiads on barbette carriages.

West Point Battery.—Captain R. K. Hudgins, commanding.

Two IX-inch shell guns.
One 32-pounder, 57 cwt.

All under command of Captain V. M. Randolph, C. S. Navy.

Instructions from the Chief of Office of Ordnance and Hydrography to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding a change of the armament of that vessel.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
December 4, 1861.

SIR: The Secretary of the Navy has referred to this Bureau that portion of your letter relating to the change of armament of the steamer *Patrick Henry.*

The Bureau has no rifled gun at its disposal of 24-pounder caliber, nor does it propose to have any cast of that class.

The bow and stern guns for the *Merrimack* are 7-inch bore, or 42-pounders, and weigh 14,000 pounds each. The enclosed tracing will show you the dimensions of this gun. If you find it will fit the pivot carriage you now have, one of these guns can be furnished to the *Patrick Henry.*

There are also some guns in the course of fabrication weighing 9,000 pounds, banded and rifled. They are the caliber of the smoothbore 32-pounders (6.40-inch), and are longer than the old 32s.

If a rifled gun, or two of them, is furnished to the *Patrick Henry*, it is desirable that they should be of such dimensions as to fit the pivot carriages she now has on board, for, independent of the cost of new carriages, they can not be supplied from the Norfolk yard until after the work on the *Merrimack* is finished.

The steamer *Jamestown* is armed with two rifled 32-pounders of 57 hundredweight. To secure rapidity of fire it is desirable that she should have a smoothbore gun. If your 8-inch gun, with its carriage, can be transferred to the *Jamestown*, and her rifled gun to the *Patrick Henry*, the Bureau thinks that the armament of both vessels would be improved.

If this arrangement meets your views, please inform the Bureau.

I am, respectfully, your obedient servant,

GEORGE MINOR,
Commander, for Chief of the Bureau.

Commander J. R. TUCKER,
Commanding Steamer Patrick Henry, James River.

Report of Lieutenant Barney, C. S. Navy, commanding C. S. S. Jamestown, regarding the complement of officers and men for that vessel.

C. S. S. JAMESTOWN,
Richmond, December 4, 1861.

FLAG-OFFICER: In compliance with your order, I herewith enclose a list of the officers and crew of this vessel; also the complements as established by the Department. By this exhibit you will see that the *Jamestown* is short of the complement twenty-three men. The excess in some grades over the complements arises from the fact that I have not permanently rated the petty officers, keeping men on probation until I ascertained their fitness for their positions. It is impossible to get men of the proper kind unless from the Army, and I have applied for the discharge from that branch of the service of a number of men who have expressed a desire to enter the Navy.

Very respectfully, your most obedient [servant],

J. N. BARNEY,
Lieutenant, Commanding.

Flag-Officer WM. F. LYNCH, C. S. Navy,
Commanding Naval Forces Virginia and North Carolina.

Order of the commandant navy yard, Norfolk, to Acting Master Parrish, C. S. Navy, regarding the removal of obstructions in view of the movement of the C. S. S. Virginia (Merrimack) to Hampton Roads.

DECEMBER 6, 1861.

SIR: As the period is fast approaching when it is presumed that the *Merrimack* will be in readiness to proceed down to Hampton Roads, care must be taken that the obstructions in the channel be removed at a sufficient distance to allow her passage through them. In view of such facilities, you will immediately ascertain by actual observation, and have opened for her passage, the necessary breadth of channel, removing all and every impediment likely to obstruct her way, and report to me accordingly.

I am, sir, respectfully, your obedient servant,

F. FORREST,
Flag-Officer.

Acting Master WILLIAM PARRISH,
C. S. S. Merrimack.

Report of Lieutenant Sharp, C. S. Navy, giving information obtained while a prisoner on the U. S. ship Congress in Hampton Roads.

BUREAU ORDNANCE,
Richmond, Va., December 9, 1861.

MY DEAR SIR: In a moment of leisure it occurs to me to write you of my observations while on board of the *Congress*, Commander William Smith, off Newport News, during nine days.

There is a strongly built battery of five large guns riverward, at the upper bridge toward the river. The southeast gun is on a semicircular battery alone; the others on a parapet. The battery seems continuous,

looking inland, but the *Congress's* deck being about as high as the sand bank, I could not count inland guns, or even see them, though the parapet curvature satisfied me that the battery is circular or oval. The same parallel line of view prevented me from the judging of the number of troops, but it was extensive. The river-edge trees remain; inland, they have been cut down, and houses, etc., are built and being built. In addition to the original old bridge, a fine, large one has been constructed, similar to the ordnance bridge, you may recollect, at Old Point. Steamers go to both bridges. The *Express*, steamer, runs twice daily between Newport News and Old Point; the other boats are hospital, house boats, etc.

While there one night, about 8 p. m., a steamer was seen and reported as the *P. H.* [*Patrick Henry*]. General quarters and thorough preparations were made, but relieved on falsifying the statement. The *Congress* has removed her gun deck cabin and has two long 32s out of stern ports. The original crew she had in Brazil, Lieutenants J. B. Smith and A. Pendergrast, Purser Buchanan, and Dr. Shippen; all the rest are masters and masters' mates from the merchant service, unless forward officers. At sunset, though always loaded, batteries are primed, guns cast loose and ranged obliquely; regular sea watches kept; no hammocks allowed on gun deck, or lights above water; stream anchor at port quarter, hawsers bent, and others on deck; buoys all around ship, and spars in angular form reach from forward of flying jibbooms, lashed, hung by tackles from head booms and fore channels, passing the last so as to glance off passing objects, torpedoes, etc. Crew well drilled, furnished with Sharps and Minié rifles, and all modern appliances. Boat howitzer in quarter-deck after ports. Stevens, Butt, and I were confined on the *Congress;* Dalton and Loyall on the *Cumberland*, Captain Livingston; officers, Lieutenants G. U. Morris and Selfridge, Dr. Jackson, and others merchantmen appointments. The *Cumberland* rows guard nightly. Both ships two cables' length apart, under the battery, less than half a mile distant. The *Cumberland* has outriggers like the *Congress*. I left the *Congress* on the 20th ultimo, when the *Cambridge*, Commander W. A. Parker, Lieutenant Gwin; *Hetzel*, Captain H. K. Davenport; *Shawsheen*, Lieutenant E. R. Colhoun; and another tugboat, armed, were near us permanently. Nightly the small ones distributed themselves above the ship anchorage, keep steam up always, and retire off the battery each morning. The *Cambridge* is a fore-topsail, schooner-rigged propeller, of 700 or 800 tons, with four or six broadside guns, and one forward and aft; flush hurricane deck. The smaller ones have each a Parrott gun forward and aft. Communications from the Newport News points to Old Point are communicated by flag signals from the terminus of Newport News, doubtless Signal Major Myer's invention. Bright lookouts are always kept up on Pig Point, Sewell Point, Elizabeth River, and all batteries. Not a boat ever escapes observation. As I did not go forward, I did not see what I saw from the *Connecticut* while passing the *Minnesota* and *Roanoke* from seaward. They have grapnels hung from all head booms, spritsail yards, etc., dangling in the water. I suppose ours had, too. The *Minnesota* has only two lieutenants, Grafton and Watters. Clary commands the propeller *Dawn*, which has only two Parrott guns in broadside. While on board of the *Congress*, old Glisson passed a night near us in the *Mount Vernon*, a vessel similar to the *Cambridge*.

I asked Captain Hicks to tell you all this, but thought best, later, to write, hoping that the information sent may be advantageous to you. I left Captain Barron well; they are (south) endeavoring to give

exchange for him. I hope they will succeed. I was two and a half months in Fort Columbus, nine days in Fort Warren, one-half day on board the *North Carolina*, Captain Meade, and nine days on board of the *Congress*.

Hoping that the contents of this letter may prove agreeable to you, and that you will present my warmest regards to the officers,

I am, sir, with high respect, very truly, yours,

WM. SHARP.

Commander JNO. R. TUCKER,
Commanding Patrick Henry.

Captain Maury directs me to say that if you will lengthen your trigger line twice the length of the distance from the end of the flying jibboom to the cutwater, the *Congress's* fenders will not prove obstructions.

Letter from the Chief of Office of Ordnance and Hydrography to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding guns for that vessel.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
December 9, 1861.

SIR: Your letter of the 6th instant was received to-day. I enclose you a tracing of the 9,000-pound gun. Its caliber is to be 6.4-inch and the weight of the projectile about 62 pounds.

An order has been sent by this Bureau to Commander Forrest to send two 32-pounders, of 57 hundredweight, rifled and banded, with their carriages, equipments, and projectiles, to City Point for the *Patrick Henry*.

Possibly the Bureau made a mistake in ordering broadside rifled guns for the *Patrick Henry;* if so, you will please say whether you need them. If you do not, the order will be countermanded.

I am, respectfully, your obedient servant,

GEORGE MINOR,
Commander, for Chief of Bureau.

Commander J. R. TUCKER,
Commanding Steamer Patrick Henry, James River.

Letter from the commandant navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding at Norfolk, regarding the removal of obstructions for the passage of the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, DOCKYARD,
Gosport [Norfolk], December 9, 1861.

GENERAL: In reply to your communication of the 6th I have to inform you that there is no vessel here for the purpose indicated.

I have to-day issued orders for the pile heads below to be cut down at low-water mark, and in the event of an attack will have the *United States*, frigate, towed into position and anchored athwart the channel at the light-house below Craney Island, so as not to be in range of that work or Sewell's Point.

To obstruct the channel would be to blockade the *Merrimack*, and, with a view to get her out when completed, I have ordered the obstructions below to be sufficiently removed to admit her passage. Mr. Parrish, who will present this, will explain this more satisfactorily.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Major-General HUGER,
Commanding Department of [Norfolk].

Letter from the commandant navy yard, Norfolk, to Major-General Magruder, C. S. Army, commanding Department of Eastern Virginia, regarding boats and guns for the use of his command.

COMMANDANT'S OFFICE, DOCKYARD,
Gosport [Norfolk], December 10, 1861.

GENERAL: I regret to inform you that the boats required by you for service on the peninsula can not now be supplied, as I am informed that those on hand are designed for a specific purpose, but boats such as you desire are now in process of construction.

We can furnish you some guns of small caliber and will most cheerfully do so, for I know that under your command they will be well placed and gallantly fought.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

General JOHN BANKHEAD MAGRUDER,
Commanding Department of Eastern Virginia.

Order of the commandant navy yard, Norfolk, to Lieutenant Davidson, C. S. Navy, regarding seamen.

DECEMBER 10, 1861.

[SIR:] As an order has been issued by the War Department directing Generals Huger and Magruder to discharge all seamen that may be wanted for the naval service, you will report to General Huger for permission to make the selection of such seamen as, upon examination, you may deem qualified for such service.

Respectfully, your obedient servant,

F. FORREST,
Flag-Officer.

Lieutenant HUNTER DAVIDSON, C. S. Navy.

Letter from Major-General Magruder, C. S. Army, commanding Department of Eastern Virginia, to the Secretary of War of the Confederate States, urging the retention of the C. S. S. Patrick Henry in the James River.

YORKTOWN, *December 11, 1861.*

SIR: I have just learned that the *Patrick Henry* is going up the river for repairs. Her presence is absolutely essential, in my judgment, in

her present position, to the safety of James River and pernaps the peninsula. I had hoped that the *Jamestown* would at once be ordered to join her. I hope, under the circumstances, the *Patrick Henry* may be ordered to retain her present position and the *Jamestown* ordered to join her.

I am, sir, very respectfully, your obedient servant,

J. B. MAGRUDER,
Major-General, Commanding.

Hon. SECRETARY OF WAR.

Letter from the commandant navy yard, Norfolk, to the mayor of Norfolk, Va., regarding the placing of additional obstructions for the protection of Norfolk.

COMMANDANT'S OFFICE, DOCKYARD,
Gosport [Norfolk], December 12, 1861.

MY DEAR SIR: I have this moment received your letter in relation to the obstructions necessary, in the opinion of the citizens, to be added to those already placed for the protection of Norfolk in the channel way below. In reply, I beg leave to say that I have had a conference with General Huger this morning, and I have agreed to send the *Germantown* down to be anchored across the channel, in order the more effectually to stop the ingress of the enemy's vessels.

The harbor guard under Mr. Young are to be kept on board, and she will be in readiness to be sunk should any necessity arise for doing so. The frigate *United States* will be prepared to go down at the shortest notice, not only to add to the obstructions but to fight in cooperation with the batteries on shore.

You may rely upon it that I feel as you do, and as your citizens, and will protect the city and important trust committed to my charge at this dockyard with all the means at my command and to the best of my ability.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Hon. W. W. LAMB,
Mayor of Norfolk.

Order of Flag-Officer Lynch, C. S. Navy, commanding naval defenses of North Carolina and Virginia, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, referring to proposed attack upon the vessels of the enemy.

RICHMOND, *December 13, 1861.*

SIR: Being called upon by the Department for muster rolls of the vessels under my command, and the *Patrick Henry* being one of them, I desire you to send me, as soon as practicable, directed to Norfolk, a correct list of officers and men attached to your command.

Interrupting circumstances have prevented me from paying you a visit and arranging for a simultaneous attack by the *Patrick Henry*, the *Jamestown*, and some of the gunboats from Pamlico Sound upon the vessels of the enemy.

With a particular object in view, I am pushing the repairs of the *Sea Bird* and the *Beaufort*, in order to get to the sound as soon as possible. As soon as the purpose is attained or frustrated I will either see or write to you respecting the attack alluded to in the preceding paragraph.

I am, very respectfully,

W. F. LYNCH,
Flag-Officer, Comdg. Naval Defenses North Carolina and Virginia.

Commander J. R. TUCKER,
Confederate Steamer Patrick Henry.

Report of Lieutenant Barney, C. S. Navy, commanding C. S. S. Jamestown, regarding supplies of oil.

C. S. S. JAMESTOWN,
Richmond, December 16, 1861.

SIR: By an invoice of stores for this ship sent by the naval storekeeper at Gosport [Norfolk] yard, I find but 15 gallons of sperm oil supplied instead of 50 gallons, for which requisition was made 11th November. When I handed that requisition to Flag-Officer Forrest he informed me that there was none in store at the yard, but there was some in Norfolk belonging to the Treasury Department, and that if I could get that oil transferred to the yard my requisition would be supplied.

Upon my return to Richmond I waited upon the honorable Secretary of [the] Navy upon the subject and he procured the transfer of said oil to the navy yard. I would therefore suggest that I am entitled to have my requisition filled. I will add that it is impossible to procure oil that will burn in the open air at this season, and it is, of course, very important to have some for binnacle and signal lights.

Very respectfully, your most obedient servant,

J. N. BARNEY,
Lieutenant, Commanding.

Captain F. BUCHANAN.

Letter from the Secretary of the Navy of the Confederate States to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, placing under his command the C. S. S. Jamestown.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, December 19, 1861.

SIR: Lieutenant Commanding J. N. Barney, commanding the steamer *Jamestown*, will report to you for duty on the James River.

You will give him such orders as the interests of the service and your cooperation with General Magruder may require.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Commander JOHN R. TUCKER, C. S. Navy,
Commanding Steamer Patrick Henry, James River.

Report of Lieutenant Barney, C. S. Navy, commanding C. S. S. Jamestown, of the execution of the Department's order.

C. S. S. JAMESTOWN,
Mulberry Island, December 26, 1861.

SIR: I have the honor to inform you that this ship arrived at this anchorage yesterday, and that in obedience to your order I have reported for duty to Commander J. R. Tucker.

Very respectfully, your most obedient,

J. N. BARNEY,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of Navy, Richmond, Va.

Letter from Flag-Officer Lynch, C. S. Navy, commanding naval defenses of North Carolina and Virginia, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding the preparation and testing of guns.

C. S. FLAGSHIP SEA BIRD,
Off Gosport [Norfolk] Navy Yard, December 30, 1861.

SIR: Your muster roll of the *Patrick Henry* was duly received.

The rifled broadside guns, I am assured, will be ready for you in a week or ten days, and I will leave directions for them to be forwarded to City Point as soon as possible.

Recent experiments at the batteries in this vicinity lead to the conclusion that 6 pounds should be the maximum charge for rifled 32s of heaviest caliber, and that 5 pounds, except for extreme long range, is more efficacious, with less strain upon the gun.

I am, very respectfully,

W. F. LYNCH,
Flag-Officer.

Commander J. R. TUCKER,
Commanding Steamer Patrick Henry.

Letter from Captain de Lagnel, C. S. Army, commanding Harden's Bluff battery, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, transmitting information of the assembling at Fortress Monroe of a Federal fleet.

HARDY'S [HARDEN'S] BLUFF BATTERY, *January 4, 1862.*

SIR: The following is a copy of communication this morning received from the headquarters of the Army [of the] Peninsula.

Very respectfully, your obedient servant,

J. A. DE LAGNEL,
Commanding Battery.

Commander JOHN R. TUCKER,
Commanding C. S. S. Patrick Henry.

[Enclosure.]

YORKTOWN, *January 4, 1862.*

SIR: I am instructed by the major-general commanding to inform you that a large fleet, said to include several frigates, is now assembled

at Fortress Monroe. He thinks that it will attack this place or Norfolk, or our batteries on James River, and considering that the last contingency [is] the most probable he therefore directs you to carefully inspect and prepare your batteries and hot-shot furnaces for batteries, and provide without a moment's delay an ample supply of the best firewood for these furnaces. The rapid advance of a fleet of steamers will leave no time for preparation.

I am, sir, very respectfully, your obedient servant,

HENRY BRYAN,
Assistant Adjutant-General.

COMMANDING OFFICER HARDY'S [HARDEN'S] BLUFF BATTERY.

Letter from Captain Noland, C. S. Army, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, transmitting an order to prepare to repel attack of Federal vessels.

[JANUARY 6, 1862.]

DEAR TUCKER: I enclose you an order just received to-night. I am glad we had determined to defer our visit to Yorktown. I thank you most kindly for your most acceptable present. Mr. Lamb, by order of General Magruder, will commence the survey of the river and beach contiguous to the battery to-morrow. Any assistance that you can render him will be gratefully acknowledged by myself.

Truly, yours, etc.,

C. ST. GEO. NOLAND.

Captain TUCKER,
Commanding C. S. S. Patrick Henry.

[Enclosure.—Extract.]

HEADQUARTERS ARMY OF THE PENINSULA,
ASSISTANT ADJUTANT-GENERAL'S OFFICE,
Yorktown, Va., January 6, 1861 [*1862*].

SIR: I am instructed to say to you that the enemy's fleet in Hampton Roads, according to official information received by the major-general, numbers 150 to 200 sail.

He directs that you hold your command in readiness to repel attack, defending your position to the last.

Letter from Brigadier-General Wise, C. S. Army, to Flag-Officer Lynch, C. S. Navy, commanding naval defenses of North Carolina and Virginia, regarding a conflict of command.

C. S. S. SEA BIRD, *January 9, 1862.*

SIR: I received yours of this morning, and regret to be informed of the indefensible condition of the floating battery at Redstone Point, on Croatan Sound. I need not inform you that I have just arrived, and am yet to visit various points of defense at the Roanoke Island. On conference with Colonel Shaw, I find that the report of Midshipman Gardner was made December 28 last, and immediately Colonel Shaw (December 29) issued the accompanying order, in which he states that "Midshipman Gardner, having been detailed by Flag-Officer Lynch to instruct and drill Captain White's company, stationed in the naval battery, Captain White will see that strict obedience is given to all

orders given by him while in the discharge of that duty. Captain White retains the entire command of his company, except during such hours each day as the men may be under drill by Midshipman Gardner," etc. This order would seem to cover sufficiently all the purposes of Midshipman Gardner's services. But this order to Captain White, you inform me, has been violated by him in not enforcing the obedience of his men under the command of Midshipman Gardner, as verbally reported by the latter to you. My desire and purposes are to cooperate with you in the way to insure the most efficient military and naval service. To that end I have issued the accompanying order, which I trust will be satisfactory.

If you claim the command of this battery as a naval battery, I yield it at once. If it is a military battery, it must be under military command. But, in either case, when naval and military officers cooperate in service, the command must depend upon the laws and regulations of rank. In this case I presume that Captain White will command and rank Midshipman Gardner; yet, you will observe that under my orders to Captain White, Midshipman Gardner will have ample authority to command the men for drill and instruction in working and fighting the guns and to control the magazine for artillery purposes.

The men need instruction, and I trust Midshipman Gardner will not be taken away from the battery. If you choose to regard this battery under my military command, the accompanying order, if duly enforced by Colonel Shaw in my absence, will effect our mutual desires and efforts to make the battery efficient.

With the greatest respect, your obedient servant,

HENRY A. WISE,
Brigadier-General.

Captain W. F. LYNCH,
Flag-Officer.

Report of Flag-Officer Lynch, C. S. Navy, commanding naval defenses of North Carolina and Virginia, regarding the importance to the service of the Albemarle and Chesapeake Canal.

C. S. S. SEA BIRD,
Off Roanoke Island, January 10, 1862.

SIR: I understand that it is contemplated to improve the navigation of the Albemarle and Chesapeake Canal. To carry out improvements which will very much enhance the usefulness of the canal, I further learn that the cooperation of the Government is indispensable.

Being enabled to speak from experience, I feel justified in saying that without the use of the canal heretofore, supplies from, and imperatively requisite repairs at, Gosport [Norfolk] navy yard could not have been received or effected. The vessels composing the squadron under my command could not, without regular supplies and effectual repairs, have been kept together, and by consequence, acting dispersively, would have been prevented from periodically maneuvering in sight of the enemy, and thus, up to this time, deterred him from venturing within Pamlico Sound, the great reservoir of the waters of North Carolina this side of Cape Fear.

Although very great facilities have been afforded by the canal, through which every vessel of the squadron save one has repeatedly passed, the occasional lowness of the water, consequent upon prevalent northerly winds, has repeatedly caused delays highly detrimental to

the service. I therefore most earnestly recommend the canal to your fostering care, the more so that a large portion of its stock will be confiscated by the Government, and submit to your better judgment a consideration of the proposed improvements.

I have the honor to be, your obedient servant,

W. F. LYNCH,
Flag-Officer.

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from the Chief of Office of Orders and Detail to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, referring to a floating depot for coal off Mulberry Island.

OFFICE OF ORDERS AND DETAIL,
C. S. Navy Department, Richmond, Va., January 14, 1862.

SIR: Your communication of the 29th of December last has been received.

The Department is endeavoring to carry out your recommendation, but there is a difficulty in procuring a suitable vessel for the purpose. As soon as arrangements can be made, a floating depot for coal will be placed off Mulberry Island. Your letter of a subsequent date has also been received. No midshipmen will be detached from the *Patrick Henry* at present.

By command of Secretary of Navy:

Very respectfully, your obedient servant,

FRANKN. BUCHANAN,
Captain, in Charge.

Commander JNO. R. TUCKER, C. S. Navy,
Commanding C. S. S. Patrick Henry, City Point, Va.

Letter from Captain Harwood, C. S. Army, of Mulberry Point Battery, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, announcing the return of the Burnside fleet in Hampton Roads.

MULBERRY POINT BATTERY, *January 16, 1862.*

SIR: Lieutenant-Colonel Noland has received information from General Magruder that the Burnside fleet had returned to Old Point, and is ordered to hold his force in readiness to defend his position, which he wishes me to make known to you.

Most respectfully, your obedient servant,

J. C. HARWOOD,
Captain and Executive Officer [of] Battery.

Captain J. R. TUCKER,
C. S. S. Patrick Henry.

Report of Lieutenant Barney, C. S. Navy, commanding C. S. S. Jamestown, requesting a supply of light ordnance for that vessel.

C. S. S. JAMESTOWN,
Mulberry Island, January 21, 1862.

SIR: I enclose receipts for ordnance stores which were overlooked in Richmond. Also a requisition for some articles required.

I have seen General Magruder about the *Teaser's* guns. He tells me that he has been authorized by the Navy Department to retain them. I beg leave, respectfully, to call the attention of the Department to the necessity of supplying this ship with some pieces of light ordnance as a means of defense against a boat attack or attempt to board. Howitzers would be most serviceable, and mounted without expense. As we keep the flintlock muskets loaded, and the priming requires to be frequently renewed, cartridges are destroyed for priming. It would be economy to supply a small quantity of priming powder.

The two magazine dresses have been received. I have repeated the belt, spyglass, and thermometers in this requisition.

I have been prevented by the illness of an officer from trying the range of the guns. I would be glad to have any information on the subject of rifled guns that you may have in your possession.

The trunnion sights are of very little service without spirit levels. Could not these be attached in Richmond?

Very respectfully,

J. N. BARNEY,
Lieutenant, Commanding.

Commander GEORGE MINOR,
Chief of Office Ordnance and Hydrography, Navy Department.

Letter from the commandant navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding at Norfolk, requesting a supply of oil for the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, DOCKYARD,
Gosport [Norfolk], January 25, 1862.

GENERAL: I have just learned that one of the enemy's vessels has been driven on shore with several hundred gallons of oil on board, and hasten to lay before you the request that this, or as much thereof as can possibly be spared, may be transferred to the navy yard.

I make this request because we are without oil for the *Merrimack*, and the importance of supplying this deficiency is too obvious for me to urge anything more in its support.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Major-General HUGER,
Commanding Department of [Norfolk].

Letter from the Chief of Office of Ordnance and Hydrography to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding guns for that vessel.

OFFICE OF ORDNANCE AND HYDROGRAPHY,
Richmond, Va., January 28, 1862.

SIR: Your letter of the 24th instant has been received.

This office has heard nothing from Norfolk navy yard respecting the two rifled 32-pounders of 57 hundredweight ordered for the steamer *Patrick Henry*. It is presumed that the carriages for them are not yet ready.

It has been decided not to mount on the *Patrick Henry* a 9,000-pound rifled gun. All the guns of that class have been disposed of by special orders from the Department.

Your requisition for powder can not be complied with at present. We have none on hand.

Respectfully, your obedient servant,

GEORGE MINOR,
Commander, in Charge.

Commander JOHN R. TUCKER,
Commanding C. S. S. Patrick Henry, City Point, James River.

Letter from the commandant navy yard, Norfolk, to Flag-Officer Lynch, C. S. Navy, commanding naval defenses of North Carolina and Virginia, regarding the transfer of men from the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, DOCKYARD,
Gosport [Norfolk], January 29, 1862.

SIR: Your letter has been received by the commodore, and, as we have no men in ordinary, I send you, by his order, 20 men from the crew of the *Merrimack*.

Their accounts do not accompany them, and I beg you to remember that they are loaned for the emergency.

I wish you all possible success.

Very respectfully,

S. S. LEE,
Executive Officer, for Commandant.

Commodore LYNCH.

Order of the commandant navy yard, Norfolk, to Acting Master Evans, C. S. Navy, commanding C. S. ship United States, regarding transfer of men from the C. S. S. Virginia (Merrimack.)

JANUARY 29, 1862.

[SIR:] By direction of Flag-Officer Forrest, you will be pleased to get in readiness the 20 men of the *Merrimack's* crew, who volunteered their services for Commodore Lynch's squadron. Send them with their bags and hammocks. Their accounts, if found necessary, will be sent afterwards. You will keep one list of the men on board and the other list for the officer in charge of them.

Respectfully, your obedient servant,

S. S. LEE,
For Flag-Officer.

Captain EVANS,
Commanding Receiving Ship United States.

Letter from Colonel Hodges, C. S. Army, to Colonel Noland, C. S. Army, transmitting copy of telegrams regarding the Federal vessels in Hampton Roads.

LAND'S END [VA.], *January 31, [1862]—9:30 p. m.*

SIR: I send you a copy of the telegrams which I have just received. You will be pleased to have Captain Tucker notified and get him to inform Hardy's [Harden's] Bluff. Be pleased to notify Captain Poor also.

J. GREGORY HODGES,
Colonel Fourteenth Virginia Volunteers.

Colonel NOLAND.

[Enclosures.]

WILLIAMSBURG, *January 31, 1862.*

The following vessels are off Old Point: Two steam frigates (*Minnesota* and *Roanoke*), 6 gunboats, 2 sloops of war (22 guns each), 7 steam transports, 2 small gunboats, 2 transport ships, 42 sail (small sail, mostly coasters). This is believed to be Porter's squadron of bomb vessels. Have everything on the alert. Put on the alert the officers in charge [at] Land's End, Mulberry Point, our ships of war in James River, and Hardy's [Harden's] Bluff.

J. B. MAGRUDER,
Major-General.

Brigadier-General MCLAWS.

The above dispatches just received. Send word to Mulberry Point battery, with orders to inform the *Patrick Henry* and *Jamestown* and the commanding officer at Hardy's [Harden's] Bluff.

L. MCLAWS,
Brigadier-General.

Colonel HODGES.

Inform the Mulberry Point battery, the *Patrick Henry* and *Jamestown*, and Hardy's [Harden's] Bluff battery that if the vessels are seen coming up James River a gun will be fired from Land's End and repeated five minutes afterwards.

L. MCLAWS,
Brigadier-General.

Colonel HODGES.

Letter from the Chief of Bureau of Ordnance and Hydrography, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding the guns for that vessel.

OFFICE OF ORDNANCE AND HYDROGRAPHY,
Richmond, Va., February 1, 1862.

SIR: The two 32-pounders of 57 hundredweight (rifled and banded) for the *Patrick Henry* were forwarded from the navy yard, Norfolk, to City Point on the 28th ultimo.

The shells are not yet ready, but will be forwarded as soon as the orders for the *Merrimack* are filled.

Respectfully, your obedient servant,

GEORGE MINOR,
Commander, in Charge.

Commander JOHN R. TUCKER,
Commanding C. S. S. Patrick Henry, City Point, James River.

Letter from the commandant navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding at Norfolk, regarding the forwarding of men and supplies for his command.

FEBRUARY 3, 1862.

GENERAL: After examining the letters enclosed to me by you from the Secretary of War, Commodore Lynch, and General Anderson, I

have to inform you that all the men that can be possibly spared from this station have been sent to Commodore Lynch (23 in number). These were furnished transportation when General Wise went down. All other stores, munitions, etc., have gone forward, as required, with the exception of her light guns, for which the carriages are now being made.

The articles required by General Anderson go forward to-morrow.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Major-General HUGER,
Commanding Department of Norfolk.

Letter from Major-General Huger, C. S. Army, commanding at Norfolk, to Brigadier-General Wise, C. S. Army, commanding at Roanoke Island, transmitting copies of letters regarding the deficiencies in the defenses of the latter place.

HEADQUARTERS DEPARTMENT OF NORFOLK,
Norfolk, Va., February 3, 1862.

SIR: I enclose herewith copies of a letter, dated January 22, from Commodore Lynch to the Secretary of the Navy, and a copy of a letter of the Secretary of War addressed to me, dated January 31. I am sure you will with pleasure aid the naval officers as far as may be in your power. Without adopting the plans of Commodore Lynch for the defenses of Roanoke Island, I count upon your promptness and energy in rendering the defenses as formidable as possible.

I am, very respectfully, your obedient servant,

BENJ. HUGER,
Major-General.

Brigadier-General HENRY A. WISE,
Commanding Fourth Brigade, Roanoke Island.

[Enclosure.]

CONFEDERATE STATES OF AMERICA,
War Department, Richmond, Va., January 31, 1862.

SIR: I have the honor of enclosing for your information a copy of a letter from Captain Lynch to the Secretary of the Navy. This letter has excited the deepest solicitude of the President and myself, and you are requested to take the most prompt and energetic measures in your power to remedy the deficiencies in the defenses at Roanoke Island suggested by Captain Lynch, as well as to furnish him men to man his gunboats, even if necessary to detach temporarily some of the soldiers under your command.

Your obedient servant,

J. P. BENJAMIN,
Secretary of War.

Major-General B. HUGER,
Norfolk, Va.

[Subenclosure.]

C. S. S. SEA BIRD,
Off Roanoke Island, January 22, 1862.

SIR: I have the honor to report that on the 20th instant, with this steamer and the *Raleigh*, I started on a cruise in Pamlico Sound and

for a reconnoissance of Hatteras. Yesterday afternoon we looked into the inlet and there saw a large fleet of steamers and transports. We counted 21 of the former, all inside the spit; a fog bank concealed those outside. Two large steamers were outside the bulkhead, and one was being lightened over by two schooners. They are evidently prepared for a general movement.

The commanding officer at Middletown, in Hyde County, learned through a deserter that the enemy's force consists of 24 gunboats, 7 large steamers, and 16 transports. To meet these I have 2 old side-wheel steamers and 6 propellers, the former possessing some speed, the latter slow in their movements, and one of them frequently displacing its shaft; but my greatest difficulty is in the want of men. So great has been the exposure of our crews that a number have been necessarily invalided; consequently, the complements are very much reduced, some of them one-half. I have sent to Washington, Plymouth, Edenton, and Elizabeth City for recruits without success, and an earnest appeal to Commodore Forrest brought me only four from Norfolk. To meet the enemy I have not more than a sufficient number of men to fight half the guns.

In a former communication I have informed you of my appeal to Colonel Shaw, commanding the military forces here, for some of the North Carolina volunteers who had been sailors and wished to enlist in the naval service, and of my limited success. Enclosed I send a letter addressed this day to him, asking for 50 men, and detailing Lieutenant Commanding Parker to personally urge compliance. I request the letters to be placed on file, to be referred to in the event of calamity.

My opinion is that North Carolina volunteers will not stand to their guns. Men so devoid of energy are incapable of determined and long-continued resistance.

General Wise has sent troops to Nag's Head, upon the seabeach, where they can be driven from their position by a single gunboat, and is selecting points of defense in Currituck which can scarcely be reached in rowboats, owing to the shallowness of the water. Here is the great thoroughfare from Albemarle Sound and its tributaries, and if the enemy obtain lodgments, or succeed in passing here, he will cut off a very rich country from Norfolk market. His next aim, I presume, will be to obtain possession of the Seaboard and Roanoke Railroad.

Since the preceding page was written I have received a note from Colonel Shaw, wherein he promises to let me have some men temporarily, but declines increasing the garrison at the floating batteries. Those two batteries mounted together 7 guns, manned by 70 men; on my last inspection only three and a half guns' crews could be mustered. Thirty-two pounders of 5 hundredweight require 13 men each to work them, and when the sick and casualties are taken into consideration, it will be seen how very inefficiently those batteries are manned.

I mention these things to protect, in a very probable event, the reputation of the Navy. The Army now has the batteries in charge, as General Wise refused to allow the volunteers to remain unless the control was assigned to him. Not having any men to send, I was constrained to comply, but have placed an officer there to train the men.

Should General Wise be in Richmond, you can not exert your great influence more patriotically than by urging him to come here at once, or at least to send some energetic officer of rank to take command.

I have this moment received your communication of the 17th instant. General Huger is misinformed. When the propeller *Powhatan* was offered to me, Mr. Parks told me that another party had offered him

$10,000 for her, but that he would not take less than $12,000. Understanding him to mean a private person, I told him I would telegraph to you, and that the desire of individuals to purchase should not conflict with the wants of the Government. He did not undeceive me. I did telegraph to you; next day received your authority, and immediately sent my secretary, with a note to Mr. Parks, closing the purchase. Mr. Parks was not in his office, but my note was delivered to his brother, who transacts business for him. In the meantime the *Powhatan* had left for this island, and I overtook her in the Currituck Canal with Mr. Parks on board. I then told him of my note, and claimed the *Powhatan*. He informed me that Major Johnston, quartermaster at Norfolk, was the one who had offered him $10,000, but that the offer was a conditional one, based upon the approval at Richmond of his application for authority to make the purchase. As Mr. Parks had told me that $12,000 was his very lowest price, and as the quartermaster's offer, if sanctioned, would not be accepted (supposing Mr. Parks to be truthful), I felt justified (as there was a large force at Hatteras) in taking possession of the *Powhatan*.

If the enemy is coming this way—and there is every indication that such is his intention—his visit has only been delayed by the inclemency of the weather; and I submit to you whether I would not have been derelict to my duty if, under the circumstances, I had not availed myself of an auxiliary means of defense. The crisis will soon be over, and desirable as it is to keep the *Powhatan* until some of the new gunboats are ready, I have no wish to detain her unjustly. I do not think the claim of the Army as good as our own; yet, although we were treated unkindly in the matter of the *Kakakee*, I feel no disposition to retaliate.

I have the honor to be, your obedient servant,

W. F. LYNCH,
Flag-Officer.

S. R. MALLORY,
Secretary of the Navy.

Letter from Brigadier-General Wise, C. S. Army, to Brigadier-General Huger, C. S. Army, commanding at Norfolk, responding to statements made by Flag-Officer Lynch, C. S. Navy, regarding preparation for the defense of Roanoke Island.

GREAT BRIDGE, NORFOLK COUNTY, VA.,
February 17, 1862.

SIR: It has been utterly out of my power heretofore to reply to yours of the 3d instant, enclosing to me a copy of a letter from the Secretary of War, dated January 31, ultimo, addressing to you a copy of a letter from Captain William F. Lynch, which excited, the Secretary says, the deepest solicitude of the President himself. Justice to myself demands that I should put upon the record a reply to this unwarrantable letter of Captain Lynch.

His report of the enemy's force was wholly inaccurate, and he was not timely apprised of the enemy's approach when they came. They were nearly up the marshes, at the south end of the island, before his fleet were aware of it, as I have every reason to believe. Captain Lynch took his position opposite or between the batteries instead of keeping a lookout at the marshes, or even far below them.

His information from the first I found very inaccurate in respect to the waters of the Croatan Sound. His difficulty in the want of men took away forces from the island twice the number of which were wanted there, and he hindered operations of the army materially. He was furnished by Colonel Shaw with more men than ought to have been spared from the infantry, with which or at the batteries they would have been far more useful than with Captain Lynch's useless and worthless gunboat fleet. The North Carolina volunteers at the batteries did stand at their guns, and were able to do so much more firmly than did or could Captain Lynch's fleet before the force of the enemy.

His letter was dated January 22—two days after I had sent my first regiment of infantry to Nag's Head. My troops were not upon the sea, but upon the sound beach, where the men could not be shelled from their position by a force much superior to a single gunboat, or to even Captain Lynch's fleet, from the sea. My men were sent there for three principal reasons:

First. There were no quarters for my men on the island and there were ample quarters for them at Nag's Head, and it was a comparatively safe place for ordnance and other stores, whence, indeed, nearly all were saved in the disaster which came, while none were saved on the island.

Second. It was a necessary position for part of the forces, in order to prevent the enemy from landing on the Roanoke Sound beach and crossing that sound, which they easily could, to the island, unless the sound beach was guarded.

Third. It was the only position which could cover a retreat from the island and from which to construct a floating bridge or ferry of lighters, while it was convenient to reenforce the island.

It was unauthorized intermeddling in Captain Lynch to criticise military positions without better information than he had, and it would have been well for the service to have employed his boats as tugs for transports instead of vainly trying to turn tugs into gunboats to encounter a Burnside fleet of sixty vessels, any one large steamer of which could easily have taken his seven boats.

He asserts further that I was selecting points of defense in Currituck which could scarce be reached in rowboats, owing to the shallowness of the water. This statement is wholly untrue and without a shadow of foundation. I selected no place whatever for defense in Currituck except the landings of Pugh and Ashby, on the island, and at the latter the enemy did land under cover of the shot and shell of a heavy steamer which ran in with her train of transports quite up to the landing. Captain Lynch's fleet afforded not the least protection to any landing. He was far above them all. He could not have known where my points of defense were except from some idle rumor. My defenses were wholly on the island, and, weak as they were for want of men, were incomparably beyond any Captain Lynch's fleet could possibly render. While Captain Lynch was so jealous of the reputation of the Navy, he should have been a little careful not to assail that of the Army. The truth is that the greatest assault upon the reputation of the Navy was the want of judgment and skill in getting up a tugboat fleet of seven to meet a Burnside expedition of sixty vessels.

Captain Lynch does not precisely or accurately state the facts correctly when he says "General Wise refused to allow the volunteers to remain unless the control was assigned to him." This statement applies to all the batteries. It is not exactly correct as to one of them only. The Redstone battery, on the Tyrrel side, was constructed of two vessels or barges, embanked in the mud of the marshes. There Captain

White, of the North Carolina volunteers, was posted with his company. A midshipman, Mr. Gardner, had been sent to drill the men at the guns of the battery. Captain Lynch chose to call this a floating battery, and claimed to command it as part of the naval armament, and that Midshipman Gardner should command the company of Captain White.

Colonel Shaw issued what I deemed a very proper order in the case. This he and Captain Lynch submitted to me, the latter claiming for the midshipman the entire command of the battery and the men. I declined to subject a captain of the Army to the orders of a midshipman of the Navy, but ordered Captain White, the officer in command, to submit his men to the drill of Midshipman Gardner and to put him in charge of the keys of the magazine. With this Captain Lynch professed to be satisfied. When he threatened to take his drill officer away unless he could command a captain of infantry and his company, I offered to give the battery up to him wholly, but said I must remove the company of infantry from the battery rather than have a midshipman of the Navy put in command of a captain of the Army, on the land, at least. My record of orders and correspondence will sustain this correction of Captain Lynch's statement. There was no controversy about any other battery. Captain Lynch, it seems, called for me to be sent at once from Richmond to Roanoke Island. This, I suppose, accounts for the sudden order which I received from the War Department to repair to the island. I was on duty in Richmond, urging my legion to be sent; urging for supplies of ammunition and reenforcements. It was extraordinary meddling with my movements in this instance, also, for Captain Lynch, of the Navy, to be asking for my orders from the War Department.

The truth is, I had just left Captain Lynch in Croatan Sound to go to Norfolk and to Richmond and apprise our superiors of the lamentable deficiency of defenses at the island. I was not more zealous in the mission than Captain Lynch was in urging me to go on to hasten supplies and reenforcements. He was urgent that I should do so. I had gone down in the large and comfortable tug *Powhatan*, to the surprise of her owner (Mr. Parks), who had already bargained to sell her, conditionally, to the Quartermaster of the Army. Captain Lynch, immediately on her arrival, sent an officer or agent on board of her to take an inventory of everything belonging to her, and he claimed to have purchased her for $12,000, when the Army had purchased her for $10,000. By his own statement he had not bargained, but said he had been so badly treated by Quartermaster Johnston in respect to another steamer (the *Kakakee*) that he was determined to have the *Powhatan*, whether the bargain by him for her was legally binding or not. The *Powhatan* was given up to him, and I returned in the little *Roanoke* to Elizabeth City, and thence by land to Norfolk.

The truth undoubtedly is that if Captain Lynch had never attempted to make the futile fleet he did make out of the canal company's tugs we could have had them for the purpose of transportation. The piles could have been brought, perhaps, in sufficient number to obstruct the channels; the wharves could have had timber brought for their construction and repairs, and the transportation of the troops and tools would have been in time. All this was a want of judgment only on the part of Captain Lynch. A braver, more earnest, and active officer is not to be found in either Army or Navy, but he was too vainglorious of the fleet that got the name of the Mosquito Fleet, and really the enemy did not take time to brush it away while he was bombarding the batteries. It fought bravely and well for its size and construction, but

had to run into a trap, where, when pursued, it was nearly destroyed. My only complaint of Captain Lynch is that he was superserviceable and overzealous; grasped at too much command and meddled too much with mine. But this complaint would never have been made by me against so gallant and patriotic an officer except in response to what I deem his injustice to me. I beg that you, sir, will forward this letter, or a copy, to the Secretary of War and President of the Confederate States. As Captain Lynch gave me no notice of his letter, but sent it to his Department, I follow his example by sending this to my Department without notice to him.

With great respect, your obedient servant,

HENRY A. WISE,
Brigadier-General.

Major-General B. HUGER,
Commanding, etc.

Letter from Lieutenant Loyall, C. S. Navy, to Colonel Shaw, C. S. Army, regarding the movements of the enemy in vicinity of Roanoke Island.

PORK POINT [ROANOKE ISLAND], *February 6*, [*1862*]—*1 p. m.*

COLONEL: The fog has cleared away from below, and I can distinctly see that the enemy is about 8 miles from us, in full force. I can make out more than fifty vessels, either at anchor or underway, in tow of steamers. I believe that they are at anchor. I am of opinion that they have stopped to consider, but it requires a bright lookout to keep the run of them.

Very respectfully,

B. P. LOYALL,
Lieutenant, C. S. Navy.

[Colonel SHAW, C. S. Army.]

Order of Captain Buchanan, C. S. Navy, Chief of Office of Orders and Detail, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding the preparation of that vessel and the Jamestown for cooperation with the C. S. S. Virginia (Merrimack).

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, February 8, 1862.

SIR: Your requisition and drawing have been received and forwarded to Flag-Officer Forrest, with a request to have the work done without delay. No fire brick can be had. Engineer Williamson says any common brick will answer the purpose.

Please inform me how much more coal the *Patrick Henry* and *Jamestown* will require to fill up. I wish you to keep both vessels in readiness to cooperate with the *Merrimack* when that ship is ready for service, which will be in a few weeks. The latter part of this communication I wish confined to Lieutenant Commanding Barney and yourself.

By command of Secretary of Navy:

Respectfully, your obedient servant,

FRANKLIN BUCHANAN,
Captain, in Charge.

Commander JNO. R. TUCKER,
Commanding Patrick Henry, City Point, Va.

Memorandum of orders issued on the 9th of February (of which no copies were retained) to Flag-Officer Lynch at Elizabeth City, sent by Commander Hunter and Captain Thom.

Commodore Lynch to make his way up the Blackwater, if possible, to the bridge and await ammunition and instructions at that point; or, if unable to do this, to endeavor to make his way through the Dismal Swamp Canal, obstructing it behind him.

Memorandum approved.

F. FORREST,
Flag-Officer and Commandant.

Order of the commandant navy yard, Norfolk, to Midshipman Marmaduke, C. S. Navy, to proceed in charge of ordnance stores to Elizabeth City, N. C.

FEBRUARY 10, 1862.

You will proceed in charge of ordnance and ordnance stores to the Dismal Swamp Canal and proceed up that work as far as practicable, with the view of communicating with Elizabeth City, at which point Commodore Lynch is understood to be awaiting a supply.

In the execution of this order the utmost promptness and energy are expected, and I rely upon your intelligence and courage in carrying it into effect.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Midshipman H. H. MARMADUKE, C. S. Navy.

In case Commodore Lynch has left for Blackwater you will, if possible, secure transportation for your ammunition to that point. You will first be certain of dispatch before doing so. Failing in this, bring it back without delay.

F. F.

Order of the Chief of Office of Orders and Detail, to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding the shipment of men for that vessel.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, February 10, 1862.

SIR: Your letter of the 7th instant, relating to deficiencies in the crew of the *Patrick Henry*, has been received.

I have a rendezvous open in Richmond and Norfolk to ship men for the Navy. As yet but few have offered. As soon as men are procured from the Army or rendezvous, your complement shall be furnished to you. You are authorized to ship men should any offer themselves. The *Merrimack* has not yet received her crew, notwithstanding all my efforts to procure them from the Army.

By command of Secretary of Navy:

Respectfully, your obedient servant,

FRANKLIN BUCHANAN,
Captain, in Charge.

Commander JNO. R. TUCKER,
Commanding C. S. S. Patrick Henry, City Point, Va.

Memorandum of orders.

NAVY DOCK YARD [GOSPORT, VA.], *February 10, 1862.*

Captain Wallace will, upon receipt of this order, set his men at work immediately and mount the guns and see that all the necessary ammunition is in readiness at Fort St. Helena [Va.].

He will use all diligence and let his men be exercised at the great guns after they are mounted.

Respectfully,

F. FORREST,
Commandant.

Order of the commandant navy yard, Norfolk, to Lieutenant Parker, C. S. Navy, commanding C. S. S. Beaufort, to proceed to the defense of the canal.

FEBRUARY 12, 1862.

You will proceed immediately with the men you have here to rejoin your vessel, the *Beaufort*, for the purpose of cooperating with the Army in defending the canal.

I am, sir, respectfully, your obedient servant,

F. FORREST,
Flag-Officer.

Lieutenant Commanding WILLIAM H. PARKER.

Letter from Pilot Moore, C. S. S. Patrick Henry, to the Secretary of the Navy of the Confederate States, regarding proposed expedition of the Federal forces against Jamestown Island.

C. S. S. PATRICK HENRY,
James River, February 12, 1862.

SIR: About one month since, while returning to this vessel from Norfolk, I met on the cars a prisoner whom I have known during many years intimately. A conversation ensued, during which he informed me that, till captured, he had been in the service of the Northern Government; also, that the expedition of General Burnside was intended for Roanoke Island, and that later another expedition, to be assisted by a part of Burnside's expedition, would take Jamestown Island, in order to be within convenient distance of the York River and Petersburg Railroad, which would compel General Magruder to evacuate Yorktown.

In view of the fact that his statement relative to Roanoke Island has been verified, some credit may be assigned to that referring to James River.

I am under oath not to give his name in writing, but would not hesitate to inform the honorable Secretary of the Navy of it in person.

I am, sir, very respectfully, your obedient servant,

his
EDWARD X MOORE,
mark
James River Pilot, attached to this vessel.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Letter from the commandant, navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding at Norfolk, regarding ordnance and equipments ready for shipment to Sewell's Point.

FEBRUARY 13, 1862.

GENERAL: I have the eight rifled 32-pounders ready, with their carriages and equipments, for Sewell's Point. If you desire it, I will have them sent to the point by the steamer *Harmony*. If the platforms are not ready for them, it should not retard the delivery. Projectiles will be sent to you, and I hope you have powder sufficient to enable you to drive the fleet from the roads. At all events, these guns will greatly assist the expedition which we are about sending in the roads.

Respectfully, your obedient servant,

F. FORREST,
Flag-Officer.

Major-General B. HUGER,
Commanding, Norfolk.

Report of Lieutenant Barney, C. S. Navy, commanding C. S. S. Jamestown, regarding the insufficient armament of that vessel.

FEBRUARY 13, 1862.

SIR: * * * I have been informed that the rifled shell made at the Gosport [Norfolk] yard have been condemned. If this be the case, I beg leave to call the attention of the Department to the inefficient condition of this ship. Having but two guns, with a small supply of those projectiles, large and vulnerable as she is, she would be overmatched by the meanest tug in the enemy's fleet. I earnestly request that a supply of efficient shells may be furnished me. I have already urged the necessity of giving this ship some guns or howitzers for close quarters to resist boat attacks.

Very respectfully,

J. N. BARNEY,
Lieutenant, Commanding.

Captain F. BUCHANAN,
Chief of Office Orders and Detail, Navy Dept., Richmond.

Letter from the Chief of Office of Ordnance and Hydrography to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding the preparation of shell at the Norfolk navy yard.

OFFICE OF ORDNANCE AND HYDROGRAPHY,
Richmond, Va., February 14, 1862.

SIR: Your letter of the 12th instant has been received.

The Secretary of the Navy has also referred to this office your letter to Captain Buchanan of the same date.

Improved rifled shell have been ordered to be made at the Norfolk yard for vessels on James River, and you will be notified when they are finished and sent to City Point.

Respectfully, your obedient servant,

GEORGE MINOR,
Commander, in Charge.

Commander JNO. R. TUCKER,
Commanding C. S. S. Patrick Henry, City Point, Va.

Letter from the commandant navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding at Norfolk, regarding proposed cooperation in the erection of a battery at Great Bridge.

COMMANDANT'S OFFICE, *February 14, 1862.*

GENERAL: I received last night a dispatch from Mr. Parks, which has determined me to send the steamer *Beaufort*, Lieutenant Commanding Parker, to Great Bridge [Va.], to cooperate with General Wise, and to assist in mounting the three 32-pounders which have been removed to that place. I send the articles also necessary to put the guns in position, but I am at a loss to understand how they are provided with powder and ammunition. I heard that Mr. Parks embraced an early occasion to see and communicate with you on the subject. I am busily preparing the *Raleigh* for the same service. She requires some repair, having had a hole through her ironwork, which causes her to leak very badly. Can I do anything more? Do let me know if I can serve you in any way.

In great haste, yours,

F. FORREST.

[Major-General HUGER, C. S. Army,
Commanding Department of Norfolk.]

Order of the commandant navy yard, Norfolk, to Lieutenant Parker, C. S. Navy, commanding C. S. S. Beaufort, to proceed to Great Bridge to assist in the erection of a battery.

COMMANDANT'S OFFICE, *February 14, 1862.*

SIR: You will proceed without delay, with the steamer *Beaufort* under your command, to Great Bridge [Va.] and take in tow any dredge boat that may be there to North Landing, where she will be sunk in the first bend below the canal. You will put your vessel in such position as best to protect this obstruction and cooperate with the army in the general defense of the place.

You will take with you a tripod or gin, with all necessary articles for mounting the three 32-pounders at the point designated for the battery.

Great confidence is felt in your prudence and discretion, and much must be expected of your judgment. You will be pl ased to communicate with me as often as the opportunity is afforded for it.

I am, respectfully.

F. FORREST,
Commandant.

Lieutenant Commanding W. H. PARKER.

Letter from the commandant navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding at Norfolk, suggesting means for defeating communication by signal, regarding the undocking of the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, DOCKYARD,
Gosport [Norfolk], February 15, 1862.

GENERAL: There can be little question that communications are held by the unfaithful people of these two towns with the enemy, and

the successful undocking of the *Merrimack* will, without doubt, be communicated by means of signal rockets or lights. Such being the case, I beg that you will cause all the signal officers to be supplied with rockets, so that every battery may repeat these signals if made, by which means the enemy will understand us as signalizing among ourselves. I submit the suggestion for your consideration, and hope you will have it put in force should the necessity arise.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

[Major-General HUGER, C. S. Army,
Commanding Department of Norfolk.]

I have 68 picks and 64 spades, which, on requisition, can be furnished the Engineer Department.

Order of the commandant navy yard, Norfolk, to Lieutenant Morgan, C. S. Navy, commanding C. S. ship United States, to move that vessel up to her moorings.

COMMANDANT'S OFFICE, DOCKYARD,
Gosport [Norfolk], February 15, 1862.

SIR: You will be pleased to move the frigate [*United*] *States* up to her moorings as soon as practicable and take your position.

I rely greatly upon your energy and courage, and feel satisfied your conduct will come up to the requirements of the occasion, should it arise in that quarter.

Mr. Smith, the boatswain of the yard, will report to you, to assist in taking your ship upstream.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Lieutenant Commanding VAN R. MORGAN,
Receiving Ship [United] States.

Letter from the commandant navy yard, Norfolk, to Naval Constructor Porter, C. S. Navy, regarding two additional boats for the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, *February 15, 1862.*

SIR: Captain Buchanan is anxious to carry two small, light boats, hung at davits, with him. I have no objection to this if you can have iron davits placed so as to hoist them just clear of the water. I have determined to send two boats, with a tug, to accompany the ship, to remain in the distance and out of the line of fire, to be in readiness to obey any signal he may make for them; still, if a couple of small, light boats can be advantageously hoisted up at the stern quarters, to supply any contingency that might happen, such as a dispatch boat, or in the event of any accident of a man's falling overboard, perhaps it would be advisable to have them. Let me know your views on this subject.

Respectfully,

F. FORREST,
Commandant.

Mr. PORTER,
Constructor, Dockyard [Gosport, Va.].

Letter from the commandant navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding at Norfolk, suggesting that communication by flag of truce be suspended.

FEBRUARY 16, 1862.

GENERAL: In view of the approaching departure of the *Virginia* (late *Merrimack*) from the harbor, I beg leave to suggest that communication with Fort Monroe by flag of truce may be suspended until the great experiment we have in contemplation has been submitted to the test, of which I will give you due notice.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Major-General HUGER,
Commanding Department of Norfolk.

Order of the commandant navy yard, Norfolk, to Lieutenant Jones, C. S. Navy, executive officer C. S. S. Virginia (Merrimack), regarding the commissioning of that vessel.

COMMANDANT'S OFFICE, DOCKYARD,
Gosport, February 17, 1862.

SIR: You will be pleased to receive on board the *Virginia*, immediately after dinner to-day, all the officers and men attached to the vessel, with their baggage, hammocks, etc., and have the ship put in order throughout. She will remain where she is to coal and receive her powder.

You will report to me when your men and officers are on board, and use every effort to get the ship in order, as this day she is put in commission.

I am, very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Lieutenant CATESBY AP R. JONES,
Executive Officer Virginia.

Order of the commandant navy yard, Norfolk, to Lieutenant Morgan, C. S. Navy, C. S. receiving ship United States, regarding the crew of the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, DOCKYARD,
Gosport, February 17, 1862.

SIR: You will be pleased to hold the crew of the *Virginia* in readiness to go on board that ship with their baggage, as an order has been issued to Lieutenant Catesby ap R. Jones for their transfer.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Lieutenant Commanding VAN R. MORGAN,
Receiving Ship [United] States.

Order of the Chief of Office of Orders and Detail to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding deficiency in the crew of that vessel.

OFFICE OF ORDERS AND DETAIL,
C. S. Navy Department, Richmond, Va., February 18, 1862.

SIR: Your communications of the 12th and 14th instant were received during my absence to Norfolk. I will direct the brick and coal to be

sent to you. There are no marines to send to you. The guard of the *Merrimack*, now *Virginia*, takes all those in Norfolk. I have directed Lieutenant Parker, commanding the rendezvous, to supply the deficiencies in your crew as soon as possible.

By command of Secretary of Navy:

Respectfully, your obedient servant,

FRANKLIN BUCHANAN,
Captain, in Charge.

Commander JNO. R. TUCKER,
Commanding Patrick Henry, City Point.

Order of the commandant navy yard, Norfolk, to Lieutenant Bier, C. S. Navy, to report for temporary duty on Sewell's Point.

COMMANDANT'S OFFICE, DOCKYARD,
Gosport [Norfolk], February 18, 1862.

SIR: You will report yourself to General Huger for temporary duty at the rifled battery on Sewell's Point and associate with you Midshipman Gardner.

You will assist in mounting the guns and preparing the battery should it be necessary to its more expeditious completion.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Lieutenant BIER, C. S. Navy.

Order of the Chief of Office of Ordnance and Hydrography to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding shells for that vessel, transmitting information from the inspector of ordnance at Norfolk.

OFFICE OF ORDNANCE AND HYDROGRAPHY,
Richmond, Va., February 18, 1862.

SIR: Herewith you will receive a copy of a letter from Commander Fairfax in relation to the shells for rifled 32-pounders sent to City Point for the *Patrick Henry.*

It appears that Lieutenant Rochelle was misinformed when he stated to you that these shells had been condemned. You will therefore receive the shells on board and use them until others are supplied.

Please communicate this information to Lieutenants Commanding Barney and Webb.

Respectfully, your obedient servant,

GEORGE MINOR,
Commander, in Charge.

Commander JOHN R. TUCKER,
Commanding C. S. S. Patrick Henry, City Point, Va.

[Enclosure.]

ORDNANCE DEPARTMENT, C. S. NAVY YARD,
Gosport [Norfolk], Va., February 15, 1862.

SIR: The 100 shells sent to the *Patrick Henry* via City Point were the very best we have, save those we are preparing for the *Merrimack*,

which, if we have time, will be supplied with those fitted with Tennessee plates, or with heavy leaden packing, as near the Dahlgren pattern as the shells (already cast) will admit of.

The reports as to the results of various trials of the Reed shell, like those sent to the *Patrick Henry*, are so diverse as to leave us in doubt as to their accuracy. These shells have never, to my knowledge, been condemned. No one pretends that they are as good as either of the other kinds mentioned above, but as it must be some time before we can supply any others it might be well if Captain Tucker would try a few of them with 5 or 6 pound charges, as even their severest critic, Colonel Smith, said they would bear 5 pounds.

Only the scarcity of lead induced me to continue their manufacture after their trial, in comparison with the Dahlgren shell in August last, in which their range was deficient one-quarter of a mile at 22 degrees elevation, with 7 and 8 pound charges. It was also shown conclusively to my mind at that trial that they were not so strong as the others; but as some of each kind broke in or near the gun, other trials were waited for, which have since been made and have shown that where the edges of the wrought-iron cap were left as much as one-eighth of an inch thick they took and kept the rifle motion well. I have enquired as to the thickness of those in question and am informed that they are at least that thick. Many of those which were of less thickness at the edge of the saucer took the rifle motion. It will be remembered by the Bureau that we have been deterred from any experimental firing with rifle guns since August, till authorized by the Department to try the *Merrimack* guns and projectiles, by the scarcity of powder.

I would remind the Bureau that, in my letter to it of the 6th instant, I requested authority or the direct action of the Bureau to recall to this yard all the shells with leaden bands, having projecting flanges to fit the grooves of the rifle guns, for alteration. This has been proved necessary, by the melting of the lead by the charge in the gun, on such as did not nearly approach the Dahlgren pattern. This recommendation I repeat.

In conclusion, let me hope hereafter to escape the unworthy and undeserved charge of sending ammunition which has been condemned to any Confederate States vessel, or that I may be brought before the proper tribunal.

Respectfully, etc.,

A. B. FAIRFAX,
Inspector of Ordnance.

CHIEF OF BUREAU ORDNANCE AND HYDROGRAPHY.

Letter from the Chief of Office of Ordnance and Hydrography to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding supplies of ammunition.

OFFICE OF ORDNANCE AND HYDROGRAPHY,
February 19, 1862.

SIR: Your letter of the 14th instant has been received. Every effort will be made to supply you with the filled cylinders you require for the rifled 32-pounders.

It is probable that the amount of powder needed will be forthcoming next week. If so, it will be sent to you without delay in filled cylinders.

Twenty kegs of blasting powder will also be sent to fill the rifled shells.

I am, respectfully, your obedient servant,

GEORGE MINOR,
Commander, in Charge.

Commander J. R. TUCKER,
Commanding Steamer Patrick Henry, City Point.

Order of the commandant, navy yard, Norfolk, to Commander Hunter, C. S. Navy, to reenlist the crew of the C. S. S. Curlew.

FEBRUARY 20, 1862.

You will reenlist the crew of the C. S. S. *Curlew* for the new gunboat, to which you are ordered as commander, for three years, or the war, and have them transferred to the frigate *United States;* and until your ship is ready to receive them you will place them on board the receiving ship to be drilled, ready for active service.

Respectfully, your obedient servant,

F. FORREST,
Flag-Officer.

Commander THOS. T. HUNTER, C. S. Navy.

Letter from Brigadier-General Colston, C. S. Army, to Captain Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding the practicability of obstructing James River.

HDQRS. FIRST BRIGADE, DEPARTMENT OF NORFOLK,
Smithfield, February 23, 1862.

SIR: I desire to have your opinion, with the least possible delay, as to the practicability of obstructing James River at some point commanded by the guns of our forts. If such an obstruction as would prevent or at least delay considerably the passage of a fleet could be placed under the guns of Fort Boykin or Fort Huger it would add materially to the defenses of the river, but I am inclined to think that we have neither time nor means to establish such an obstruction at these points. But it must be practicable at some point above. Can it be done at Jamestown? Perhaps some point still higher up must be selected and a strong battery erected to defend the obstruction when it is established. From our unfortunate experience at various points we must conclude that earthen forts are insufficient defenses against fleets; and if so, a fleet may go up James River at any time and pass our forts with trifling loss, then pursue its way up James River without interruption until within shelling distance of Richmond.

I am, captain, very respectfully, your obedient servant,

R. E. COLSTON,
Brigadier-General, Commanding First Brigade.

Captain TUCKER, C. S. Navy,
Commanding Steamer Patrick Henry.

Letter from Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, to Brigadier-General Colston, C. S. Army, regarding the practicability of obstructing James River.

C. S. S. PATRICK HENRY,
Off Mulberry Island, February 23, 1862.

SIR: Your communication of this date has been received, and I am happy to give my opinion, as well as that of my officers and pilots, whose opinion, based on practice and observation, are worth notice and preservation.

We reply: It is possible to place (and practicable) obstructions just below Fort Boykin, but under full command of its battery. It is also possible and practicable to place similar obstructions just below Fort Huger [Harden's Bluff]. These obstructions should be a series of piles, not less than three in a tier, or more than six, varied in angular position, and connected by heavy chains, connecting and keeping them together, retained in position by heavy anchors. Simple tiers could be removed; a series of such difficulties would not be attempted, and, if attempted, would not be successful; at any rate, if the enemy should attempt the passage of James River fortifications, during their attempted removal of obstructions ample time would be given to the forces afloat and adjacent batteries to operate against their labors before successful efforts could enable them to continue on to Jamestown Island. Piles should be cut down after being planted awash at low water. While desirable to obstruct the James River, it should be permitted to leave a distance of 60 feet in the channel (or an opening) between the obstruction sufficient to admit vessels easily of 60 feet width. When desirable to close in toto this channel (which is the route to Richmond), it will be necessary to have ready for sinking (prepared for a moment's notice) one vessel or vessels (about 300 tons) similar in size to vessels now in the Richmond docks belonging to Messrs. David Currie & Co., with masts. These vessels should be loaded with stone, in readiness for being sunk in five minutes. (This can be effected by boring a dozen holes 8 or 10 inches). The holes should be plugged, having them in momentary readiness for withdrawal of the same. The vessel should be kept in readiness for sinking, with reliable persons on watch, ready to draw the plugs at a moment's warning, sufficient to haul her in position. As many obstructions as can be placed opposite each battery on the river in the way of piling, etc., up to Hardy's [Harden's] Bluff battery, will be efficient. The greater the number, greater will be the security to Richmond City. So soon as the piling opposite Fort Boykin shall have been completed, it is our opinion that a similar line of piling should be placed below Fort Huger, and under its guns, distance not to exceed one-half mile. Of course, facilities will be requisite for filling up the gateway, necessary at all times for the transit of our own vessels backward and forward. The depth of water near Mulberry Island precludes the possibility of piling; the water will not permit it. Jamestown Island is equally unfortunate as regards water course and impracticability of water obstruction.

Obstructions higher up James River would be advisable and most important, adding more to the safety of Richmond than perhaps all defenses hitherto suggested. The lower batteries may be efficient in preventing the *entrée* of the enemy to the lower part of the river. Having passed Trent's Reach (15 miles above City Point), it will be possible (in the shoalest part) to obstruct James River impassably.

Arks, filled with stone, plugged, ready for sinking, in the hands of watchmen, and every facility for placing them across the river (lines, hawsers, etc.), must be at hand and ready in a moment.

Preparations for the obstruction of the upper part of James River should be made and held in immediate readiness, while the obstructions for the lower part of the river should be advanced with the greatest rapidity.

City Point is suggested as a prominent locality for a battery. It can be obstructed one-half mile below, in 24 feet water. This refers to the channel, which is narrow, and does not exceed 300 yards in width.

All intervals between Jail Island (near Warwick River) and the Point of Shoals should be thoroughly obstructed; this secures the river from shore to shore.

When it shall be found necessary to close the entrance and passage of James River for the enemy's exclusion, it will be advisable to plant several of Maury's submarine batteries beyond the barrier; many would be requisite in so wide a channel.

Hoping that my reply will be deemed satisfactory,

I am, general, very respectfully, your obedient servant,

J. R. TUCKER,
Commanding, C. S. Navy.

Brigadier-General R. E. COLSTON,
Commanding First Brigade, Smithfield, Va.

Instructions from the Chief of Office of Orders and Detail to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding coal and bounty.

OFFICE OF ORDERS AND DETAIL,
C. S. Navy Department, Richmond, Va., February 24, 1862.

SIR: Your communications of the 20th and 21st instant have been received. The order is given to have the check-valve chest repaired.

Coal was sent to you and the *Jamestown* some days since, and enough was ordered to fill you up. You are authorized to give the bounty of $50 to all persons, except boys, who will enlist for three years or the war, including those who ship on board, under the law you refer to. In the term "seaman" is embraced all persons who ship in the Navy. I leave here to-morrow for Norfolk.

By command of Secretary of Navy:

Respectfully, your obedient servant,

FRANKLIN BUCHANAN,
Captain, in Charge.

Commander JNO. R. TUCKER,
Commanding Patrick Henry, City Point, Va.

Order of the Secretary of the Navy of the Confederate States to Captain Buchanan, C. S. Navy, to proceed to the command of the James River defenses.

C. S. NAVY DEPARTMENT,
Richmond, February 24, 1862.

SIR: You are hereby detached from the Office of Orders and Detail and will proceed to Norfolk and report to Flag-Officer Forrest for the command of the naval defenses, James River.

You will hoist your flag on the *Virginia*, or any other vessel of your squadron, which will, for the present, embrace the *Virginia*, *Patrick Henry*, *Jamestown*, *Teaser*, *Raleigh*, and *Beaufort*.

The *Virginia* is a novelty in naval construction, is untried, and her powers unknown, and the Department will not give specific orders as to her attack upon the enemy. Her powers as a ram are regarded as very formidable, and it is hoped that you may be able to test them.

Like the bayonet charge of infantry, this mode of attack, while the most distinctive, will commend itself to you in the present scarcity of ammunition. It is one also that may be rendered destructive at night against the enemy at anchor.

Even without guns the ship would be formidable as a ram.

Could you pass Old Point and make a dashing cruise on the Potomac as far as Washington, its effect upon the public mind would be important to the cause.

The condition of our country, and the painful reverses we have just suffered, demand our utmost exertions, and convinced as I am that the opportunity and the means of striking a decided blow for our Navy are now for the first time presented, I congratulate you upon it, and know that your judgment and gallantry will meet all just expectations.

Action—prompt and successful action—now would be of serious importance to our cause, and with my earnest wishes for your success, and for the happiness of yourself, officers, and crew,

I am, very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of Navy.

Flag-Officer FRANKLIN BUCHANAN,
Navy Yard, Norfolk, Va.

Letter from the Chief of Office of Ordnance and Hydrography to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding powder and guns.

OFFICE OF ORDNANCE AND HYDROGRAPHY,
February 25, 1862.

SIR: Fifteen kegs of blasting powder will be sent to you on Thursday by Mr. Hall, to fill the rifled shells now on board the *Patrick Henry*.

You will please inform this Bureau of the disposition that has been made of the smoothbore guns that have been replaced by the rifled 32-pounders of 57 hundredweight.

I am, respectfully, your obedient servant,

GEORGE MINOR,
Commander, in Charge.

Commander J. R. TUCKER,
Commanding Steamer Patrick Henry, City Point.

Letter from the commandant navy yard, Norfolk, to Major-General Huger, C. S. Army, commanding Department of Norfolk, regarding the detention of the C. S. S. Virginia (Merrimack) for lack of powder.

COMMANDANT'S OFFICE, DOCKYARD,
Gosport [Norfolk], February 27, 1862.

GENERAL: The *Virginia* is now detained for powder. When it will arrive I am unable to say, and in the present exigency I write to

suggest that if you feel authorized to make the transfer from Forts Norfolk and Nelson of the necessary ammunition, it would relieve us greatly and add materially, in my judgment, to the strength of our front and left flank defenses.

When the powder for the ship arrives, it will be delivered, or so much as required, to you, to replace that which you may be able to spare me to meet the present emergencies.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Major-General HUGER,
Commanding Department of Norfolk.

Letter from the commandant navy yard, Norfolk, to Colonel Anderson, C. S. Army, regarding the amount of powder required by the C. S. S. Virginia (Merrimack).

COMMANDANT'S OFFICE, DOCKYARD,
Gosport [Norfolk], February 28, 1862.

COLONEL: In reply to your communication of the 27th, I have to inform you that I consider it of vital importance that the *Virginia* be furnished with as much powder as you can possibly spare.

I require 18,000 pounds, of which I have received 1,000 from Richmond.

The quantity you can furnish will be wanted at once, as it will take three days to fill the ship's cartridge bags.

The messenger is instructed to wait for your reply.

Very respectfully,

F. FORREST,
Flag-Officer and Commandant.

Colonel S. S. ANDERSON, C. S. Army.

Order of the commandant navy yard, Norfolk, to Lieutenant Morgan, C. S. Navy, commanding C. S. ship United States, regarding powder.

FEBRUARY 28, 1862.

You will be pleased to reserve for the [*United*] *States*, under your command, 50 rounds of powder for each gun, and transfer the balance to the *Virginia*.

Respectfully, your obedient servant,

F. FORREST,
Flag-Officer.

Lieutenant Commanding VAN R. MORGAN,
Frigate [United] States.

Report of Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding the delay in the receipt of needed ammunition.

C. S. S. PATRICK HENRY,
Off Mulberry Island, James River, February 28, 1862.

SIR: I have been anxiously expecting the 100 charges for the 32-pounder rifled guns. They have not yet arrived.

I also hoped that the gunner's requisition of the 13th ultimo for powder and shell (a duplicate of which is herewith enclosed) would have been furnished.

We are particularly in want of the full charges for the after pivot of 106 hundredweight.

Very respectfully, your obedient servant,

[J. R. TUCKER,]
Commander, C. S. Navy.

Commander GEORGE MINOR, C. S. Navy,
Office of Ordnance and Hydrography, Richmond, Va.

Order of the Secretary of the Navy of the Confederate States to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, to report to Flag-Officer Buchanan at Norfolk.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, March 2, 1862.

SIR: You will regard yourself as under the command of Flag-Officer Buchanan and subject to his orders, and will report to him by letter at Norfolk.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Commander JOHN R. TUCKER,
Commanding Steamer Patrick Henry, City Point, Va.

Order of the Secretary of the Navy of the Confederate States to Flag-Officer Buchanan, C. S. Navy, appointed to command defenses of James River, to act independently of the Army.

C. S. NAVY DEPARTMENT,
Richmond, March 2, 1862.

SIR: I am requested by the Adjutant-General to inform you that it will be impossible for General Magruder to act in concert with or render you any aid in the plans agreed upon to attack the enemy at Newport News, and you will therefore be governed accordingly, and for the present act independently.

I am, very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer F. BUCHANAN,
Appointed to Command Naval Defenses of James River,
Navy Yard, Norfolk, Va.

Report of Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, of his readiness for cooperation.

C. S. S. PATRICK HENRY,
Off Mulberry Island, James River, Virginia, March 4, 1862.

SIR: I respectfully acknowledge the receipt of your communication of the 3d instant, and inform you that the *Patrick Henry, Jamestown,*

and *Teaser* are ready and will be happy to meet you off Newport News at the time mentioned in your letter.

Very respectfully, your obedient servant,

JOHN R. TUCKER,
Commander, C. S. Navy.

Flag-Officer FRANKLIN BUCHANAN, C. S. Navy,
Commanding C. S. Naval Forces, James River, Virginia.

Letter from the Chief of Office of Ordnance and Hydrography to Commander Tucker, C. S. Navy, commanding C. S. S. Patrick Henry, regarding supplies of powder.

OFFICE OF ORDNANCE AND HYDROGRAPHY,
March 4, 1862.

SIR: Your letters of the 28th ultimo and 1st instant have been received.

Every pound of powder that could be procured has been sent to Norfolk for the *Virginia*. This office expects, however, to get enough in a few days to send you 50 rounds for each of your rifled guns, and also the quantity you require for the VIII and X inch guns. The cylinders for the rifled guns went to the *Patrick Henry* by mistake. As they are now there, it would be better to retain them and fill them on board. But if that plan is not practicable, and there is no place on shore convenient for the purpose, you can send them back to Richmond.

The powder and filled cylinders will be probably sent to you this week.

Respectfully, your obedient servant,

GEORGE MINOR,
Commander, in Charge.

Commander J. R. TUCKER, C. S. Navy,
Commanding Steamer Patrick Henry, James River.

Letter from the Secretary of the Navy of the Confederate States to Flag Officer Buchanan, C. S. Navy, commanding naval defenses, James River, suggesting the attack by the C. S. S. Virginia (Merrimack) upon New York City.

Confidential.] C. S. NAVY DEPARTMENT,
Richmond, March 7, 1862.

SIR: I submit for your consideration the attack of New York by the *Virginia*. Can the *Virginia* steam to New York and attack and burn the city? She can, I doubt not, pass Old Point safely, and, in good weather and a smooth sea, could doubtless go to New York. Once in the bay, she could shell and burn the city and the shipping. Such an event would eclipse all the glories of the combats of the sea, would place every man in it preeminently high, and would strike a blow from which the enemy could never recover. Peace would inevitably follow. Bankers would withdraw their capital from the city. The Brooklyn [New York] navy yard and its magazines and all the lower part of the

city would be destroyed, and such an event, by a single ship, would do more to achieve our immediate independence than would the results of many campaigns.

Can the ship go there? Please give me your views.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer FRANKLIN BUCHANAN,
Commanding Naval Forces, etc., Navy Yard, Norfolk, Va.

Abstract log of the C. S. S. Ellis, August 2, 1861, to February 7, 1862.

Officers of the Ellis.

Commander, W. T. Muse, C. S. Navy.
Midshipman, James M. Stafford.
Pilot, John W. Walker.
Engineer, John P. Wohmsley.
Clerk, A. Tredwell.
Fireman, Acting Boatswain Valerius A. Knight.

Left Norfolk at 5:30 p. m. August 2 (1861) for Ocracoke Inlet, by way of Albemarle and Chesapeake Canal. Reached the lock at about 8 p. m.; remained there all night. Got underway at about 5 a. m. August 3, and arrived at canal bridge at meridian; made fast to the shore; remained two hours. Shipped the following men: Seamen, William E. Ball, William D. Knight, Lemuel Ball; ordinary seamen, William T. Muse, jr., George Doughty; seaman, Nathan Walker. Left at 2 p. m. and came to off Croatan light about 8 p. m. Got underway August 4 and arrived at Ocracoke about 5 p. m., finding at anchor C. S. S. *Weldon N. Edwards*, Lieutenant Commanding J. W. Cooke, and the North Carolina steamer *Beaufort*, Lieutenant Commanding Duvall.

August 5, 1861.—From 8 a. m. to 8 p. m.: At first, light winds; later, variable weather, occasionally heavy squalls of rain. Privateer *Gordon* came in.

August 6.—Privateer *Gordon* went to sea at 5 a. m.

August 10.—The steamer *Albemarle* left at 6 a. m.

August 13.—About 5 a. m. discovered a large bark lying at anchor south of the bar. At 1 p. m. the steamer *Gordon* came in the roads.

August 14.—The steamer *Gordon* left her anchorage at 6 a. m. At 7 a. m. the steamer *Beaufort* left her anchorage. At 1 p. m. steamer *Winslow* arrived from Beaufort. At 4:30 p. m. steamer *Winslow* weighed anchor and sailed for Hatteras.

August 17.—At 7:20 a. m. weighed anchor and left for Washington, N. C. At 5 p. m. came to anchor in front of Washington, N. C.

August 21.—At 8:30 a. m. weighed anchor and left Washington for Portsmouth [N. C.]. At 3 p. m. anchored under Wade's Point. At 12, midnight, weighed anchor and got underway for Portsmouth.

August 22.—At 7:10 a. m. passed steamer *Colonel Hill*. At 8:30 a. m. the light-ship grounded on the swash; tide falling. At 5 p. m. ran out small anchor of the light-ship; tide flood. At 6:30 p. m. ran out large anchor; could not get off. Ran the steamer in Wallace's Channel and came to anchor at 7:45 p. m.

August 23.—At 6 a. m. ran down to the light-ship; weighed both anchors, hauled her off with steamer, and anchored her at 8 a. m. outside the swash. At 8:30 a. m. left the light-ship moored in the channel

outside of the swash and then made for our anchorage in Wallace's Channel; came to in 2 fathoms water at 9:15. Midshipman R. A. Camm reported on board for duty at 2:30 p. m.

August 25.—Steamer *Winslow* anchored in channel at 6:30 a. m. At 10 a. m. steamer *Winslow* left for Hatteras. At 4 p. m. steamer *Edwards* came alongside and put out sea stores, etc. At 5:25 p. m. steamer *Albemarle* came to anchor in Wallace's Channel.

August 26.—The steamer *Beaufort* left for New Berne at 5:30 a. m. From 8 a. m. to 8 p. m.: Got underway and went alongside the schooner; took her in tow and went alongside light-boat; lightened and took light-boat in tow; went ashore soon afterwards; crew were then employed in shifting ballast to port side and heaving her [light-boat] down. At 5:15 p. m. large ship standing in on the starboard tack; soon afterwards tacked and stood out to sea. Steamer *Edwards* got underway and stood for Beacon Island Channel. At 9:45 p. m. light-ship floated. At 10:15 came to anchor in Wallace's Channel.

August 27.—At 6:40 got underway. Steamers *Edwards* and *Albemarle* standing out for sound. At 8:30 anchored light-ship in Wallace's Channel. At 2:20 p. m. steamer *Gordon* came in from sea; went to sea again at 2:30.

August 28.—At 1:10 a. m. heard a report of a gun from Fort Ocracoke. At 7:30 a. m. schooner *Alexina* sailed for Norfolk, Va. From 8 a. m. to 8 p. m.: War movements; the troops were ordered from Portsmouth to Cape Hatteras. Several vessels left Portsmouth for the cape. The steamer *Ellis* weighed anchor at 11:15 a. m. and had on board Captain Sharp's company, together with several other officers. Met the steamer *M. E. Dowing* at 1:50 p. m. with dispatches for shot and ammunition for Hatteras. We can hear guns all the time from the direction of Hatteras. Four Federal steamers were seen off the cape, lying at anchor. At 2:50 three other steamers were discovered off the coast. From 8 to 12 p. m. (midnight): Severe cannonade off Hatteras by the Federal steamers, with resistance from the fort, the fleet finally retiring. No damage done at the fort. Federal steamer *Harriet Lane* supposed to be badly damaged. Engaged in transporting troops from the vessel, together with ammunition from C. S. S. *Winslow*, just arrived, under direct fire from the Federal steamer; no damage done. Captain and clerk on shore. Weather cloudy and pleasant, with fresh breezes from southward and westward. At anchor off Fort Hatteras.

August 29.—From 4 to 8 a. m.: Wind from southward and westward. Federal steamers were seen off the cape at 5 a. m. At 5:20 a. m. heard signal gun from flag-steamer, when the steamers began to draw in line. A strong breeze from southward and westward; weather clear and pleasant. At 8:10 a. m. Federal frigate *Wabash* opened fire on Fort Hatteras, followed by firing from three other men-of-war. Changed our anchorage about a quarter of a mile from fort. Shells bursting all around and over us; no damage being done. At 9:15 a. m. steamer *Colonel Hill* arrived from Portsmouth with few troops and powder, though neither were landed, as the fort could not be reached under the fire. At 10:30 a. m. Lieutenant Murdaugh was brought alongside, having had his left arm fractured while firing a gun at the fort. At 11:10 a. m. the fort surrendered, when we weighed anchor and left for Portsmouth. As soon as the fort surrendered a small Federal gunboat steamed over the bar and anchored under the fort. Steamer *Ellis* arrived at Portsmouth at 4:20 p. m., where we took on board several families and weighed anchor at 7 p. m. and stood up the sound. Night coming on, anchored in the mouth of Flounder Slough.

August 30.—At 5 a. m. called all hands and weighed anchor and left for Washington. At 7 a. m. spoke sloop *Pine;* gave directions for her to report to Captain Leech at Fort Ocracoke. Arrived at Washington at 4 p. m.

August 31.—At 9 p. m. steamer *Governor Morehead* ran down river after the troops that evacuated Fort Ocracoke. At 11 p. m. the steamer arrived towing the schooner *Sarah* with troops on board.

September 3.—At 2 p. m. got underway and ran down to Fort Hill. At 6:45 returned.

September 6.—A small boat left the wharf, bound to the fort with workmen, at 3:35 a. m. At 11 a. m. received orders from shore to let no boat of any description pass down river without a pass signed by B. F. Havers or G. H. Brown.

September 7.—At 6:30 p. m. brigantine *Hannah Balch* came to anchor in stream.

September 13.—The steamer *Ellis* left Washington [N. C.] at 8 a. m. and met steamer *Beaufort.* Arrived [at Swan Quarter] at 6 p. m. At 10:15 p. m. left our anchorage at Swan Quarter and stood for Pamlico Point.

September 14.—At 12:45 a. m. came to anchor off Pamlico Point. At 6 a. m. came alongside the steamer *Beaufort.* Midshipman Peters reported on board for duty. At 11:15 a. m. got underway from our anchorage under Wade's Point and stood up for Fort Murdaugh; came to anchor at 3:30 p. m.; captain and officers visited the fort. At 4 p. m. fired at target. Got underway and stood up for Washington, N. C., where we came to anchor.

September 16.—Weighed anchor at 12:35 p. m. Came to under Wade's Point at 5:35 p. m.

September 17.—At 8:30 a. m. discovered a schooner beating out Swan Quarter Bay. Sent a boat alongside; found her to be the schooner *John Benjamin,* of Washington, N. C., from Hatteras Banks. Brought the captain on board steamer and ordered the schooner into Swan Quarter. Delivered the captain, crew, and boat to the civil authorities. At 3:35 p. m. weighed anchor. At 6 p. m. discovered a steamer in sound, heading for mouth of Pamlico River.

September 18.—At anchor off Fort Murdaugh. At 5:50 a. m. sent a boat ashore to get wood. At 8 a. m. got underway and stood down for Pamlico light. At 11:30 a. m. hove to at Pamlico Point; sent a boat ashore with signals. At 12 m. stood over to Wade's Point. At 3:30 stood for Washington, N. C. At 8 p. m. came to in 2 fathoms water.

September 20.—At 6 a. m. the *Colonel Hill* left her wharf for the fort. Steamers *Cotton Plant* and *Governor Morehead* underway, bound up the river.

September 21.—At 6:20 a. m. steamed down the river. Anchored under Wade's Point at 11:55 a. m. and spoke the *Colonel Hill.* Weighed anchor at 1:15 p. m. and stood up the river and anchored at Washington, N. C., at 6:15 p. m.

September 23.—Got up steam and at 6:20 a. m. weighed anchor and got underway for Willards to take in coal.

September 25.—At 5 p. m. C. S. S. *Albemarle* arrived. At 8 p. m. C. S. S. *Cotton Plant* left for marshes with troops on board.

September 26.—At 6 a. m. steamed down the river. At 7 p. m. came to anchor off Swan Quarter Bay.

September 28.—At 2 p. m. weighed anchor and stood up for Washington, N. C. At 6:30 p. m. anchored.

October 1.—At 6 a. m. got underway and towed schooner *Petrel* down river with guns on board to be rifled. Came alongside at 9 a. m.; took on some wood, then came to anchor at 9:40.

October 3.—At 10:30 a. m. weighed anchor and steamed down the river. At 7:40 p. m. came to anchor at Swan Quarter.

October 5.—At 10:05 a. m. anchored at Wade's Point; got underway at 11:20. Anchored at Washington at 3:45 p. m.

October 7.—At 6:30 a. m. got underway. Standing down the river, with a portion of Captain Swindell's company on board and a transport schooner in tow, for Swan Quarter. At 5:30 p. m. came to off Swan Quarter; sent troops ashore.

October 9.—At 5 a. m. weighed anchor and steamed up for Washington, N. C.

October 10.—Came alongside wharf at 9:10 a. m. to take in wood and coal. At 12:35 p. m. came to anchor in stream.

October 11.—At 2:25 p. m. came to anchor in Swan Quarter Bay. At 6 p. m. got underway and left Swan Quarter for Washington, N. C.

October 12.—At 1:20 a. m. came to anchor at Hill's Point.

October 23.—At 8:30 a. m. took all hands ashore to drill with small arms.

October 25.—At 2 p. m. the *Winslow* came up from Roanoke Island.

October 26.—Left Washington at 11 a. m., bound to Pungo River; arrived there at 6 p. m.

October 27.—At 8:20 a. m. got underway and tried the range of our gun, and, after speaking schooner *Manumit*, from Ocracoke, stood up Pamlico River for Washington. At 5:30 p. m. came to off Washington.

October 28.—At 5 p. m. weighed anchor and started for New Berne. At 11:30 came to anchor off Pamlico Point.

October 29.—At 5 a. m. got underway from Pamlico Point for New Berne. At 7 a. m. spoke C. S. S. *Winslow*. At 7:30 spoke C. S. S. *Curlew*. At anchor off New Berne at 3:50 p. m.

October 30.—Weighed anchor at 8:20 a. m., at same time put out our kedge anchor. At 10:30 Commodore Lynch came on board. At 11:50 a. m. Captain Cooke took command of the C. S. S. *Ellis*. At 5:50 p. m. Captain Muse left the *Ellis* for New Berne.

October 31.—At 5:10 a. m. the *Curlew* weighed anchor and proceeded to New Berne. At 3 p. m. left to go to New Berne and coal up and left New Berne at 6 p. m. and towed the *Napoleon* down to the flagship and came to anchor at 7 p. m.

November 1.—At 4 p. m. C. S. S. *Curlew* came in from the sound and went up to New Berne. At 5:30 the *Curlew* came back and anchored in position in the squadron.

November 2.—At 5:20 a. m., blowing a strong gale, discovered that the steamer was dragging. Called all hands, let go the starboard bower, and veered out on both cables, furled the awning and piped down. At 1:20 p. m. steam up. At 4:20 p. m. flagship steamed down the river, the others following in their positions. At 7:25 p. m. all came to anchor in 4 fathoms water off Williams Point.

November 3.—At 5 a. m. weighed anchor and took our position in line and followed the motion of the flagship *Sea Bird*. At 11:30 the *Curlew* comes about and goes after the *Forrest*. At 2:30 the *Curlew* passes us with the *Forrest* in tow and at the same time the *Sea Bird* opens fire upon Hatteras. After firing 2 shots, the enemy not firing any in exchange, she takes the *Fanny* in tow and we start for Pamlico River. Came to anchor at 9 p. m., the whole fleet, *Sea Bird*, *Curlew*, *Ellis*, *Fanny*, and *Forrest*, near the Middle Grounds in Pamlico Sound.

November 4.—Lying at anchor in the Middle Grounds. The vessel lying badly to her anchor and rolling considerably. At 5:50 a. m., in obedience to signals from the flagship, we weighed anchor, and having dropped astern of the *Forrest*, we steered for Pamlico light-house. Came up the sound and to anchor at Washington at 1 p. m.

November 5.—At 9 p. m. steamed up and followed the motions of the flagship.

November 6.—The *Sea Bird* took us in tow at 1:50 a. m. At 1:30 p. m. came to anchor with small anchor in Wale's [Wallace's?] Channel at Ocracoke, at which place we discovered a French man-of-war on shore. At 2:30 p. m. the C. S. S. *Curlew* and *Albemarle* went out to rescue them, which they succeeded in doing, and returned to their positions at 2:45 p. m. At 5:30 p. m. let go the large anchor.

November 7.—At 6:30 a. m., steamer *Curlew* weighed anchor and steamed out to the wrecked ship. A few minutes after 8 a. m. we weighed anchor and proceeded to the Swash buoy. At the same time I [J. A. Peters] went in a boat to the flagship and brought three French naval officers aboard. At 9:30 a. m. we anchored at the Swash buoy. At 10:20 the C. S. S. *Winslow* put her flag up at half-mast. We immediately weighed anchor and anchored very near her. We found out afterwards that a hole had been knocked in her bottom by the light-boat which the Yankees had sunk and burned in September. We then put the boats and crew to bringing off such things as we could save. At 2:30, the flagship having sent up signals and fired two guns, the *Curlew* set fire to and left the wrecked French man-of-war *Prony*. At 3 p. m., everything having been carried from the *Winslow* to the steamers *Beaufort* and *Ellis* that could be conveniently saved, much to the regret of all she was fired and in a few minutes she was wrapped in flames. At 4:20 the flagship took us in tow and we started for Roanoke. At 6 p. m. the flagship cast us adrift.

November 8.—At 6 a. m. weighed anchor and stood for Roanoke and anchored there at 7 a. m. At 10:50 a. m. the C. S. S. *Curlew* came alongside from New Berne and landed the French officers and men on board, then towed us up to the bar. At 7 p. m. arrived at Canal bridge.

November 9.—At 6:20 a. m. got underway and arrived at Norfolk at 3:50 p. m. Landed men on board the C. S. frigate [*United*] *States*, carried officers and effects over to the Atlantic Hotel. At 6 p. m. came up to the navy yard and made fast to dock.

November 11.—Lying alongside the wharf [at Norfolk] and discharging our stores preparatory to having the steamer repaired.

November 12.—At 11:30 a. m. took the gun off. At 5 p. m. dropped down to the lower shears.

December 17.—Undergoing repairs. Received stores on board. Removed store rooms for the purpose of placing bales of cotton to protect the boiler, by order of Flag-Officer Lynch.

December 23.—Received the following supply of ammunition, viz: Thirty rifled shell, 20 of them loaded, 10 not loaded, and 10 charges of powder, 5 pounds to the charge.

December 24.—At 9 a. m. got underway for Roanoke Island. At 10:30 a. m. got ashore; after waiting two hours [sic] floated off. At 11 a. m. again ashore, but backed off. At 9 p. m. made fast alongside the wharf at Pungo bridge and remained all night.

December 25.—At 10:30 a. m. passed Blackwater Flats, drawing about 4½ feet of water. At 1 p. m. reached Canal bridge, made fast, and gave the crew liberty.

December 26.—At 9 a. m. got underway, hoisted in boats, and stood down for Roanoke Island. At 3 p. m. came to anchor off Roanoke Island, C. S. steamers *Raleigh* and *Forrest* lying close by. At 6:20 p. m. the *Forrest* got underway and went down to the marshes. At 7 p. m. the C. S. S. *Curlew* came up from Edenton and anchored.

December 27.—At 8 a. m. got underway and went to assist the steamer *Wilson*, but without success. Steamed over to the floating battery and landed a pilot house; then steamed to the C. S. schooner *Manassas* and came to anchor in 7 feet water. At 7 p. m. the C. S. S. *Curlew*, with the *Forrest* in tow, steamed up the sound to Durant's Island.

December 28.—At 4 p. m. the C. S. S. *Curlew* went over to Roanoke Island. At 7 p. m. C. S. S. *Raleigh* passed from Durant's Island to Roanoke.

December 29.—At 3 p. m. went down to the C. S. S. *Raleigh;* then went to the *Manassas* and took lighter, having the boiler of the *Leonora* in it, in tow and steamed up the sound for Currituck bridge. Arrived at the bridge at 10 p. m., made fast alongside a schooner and gave the men liberty.

December 30.—At 9:30 a. m. left for Roanoke Island. At 2:20 p. m. spoke the C. S. S. *Curlew*, having the *Forrest* in tow, bound for Edenton to repair. At 5 p. m. came to anchor at Roanoke Island; immediately got underway and took schooner *Manassas* in tow and went to the wreck of the steamer *Leonora*.

December 31.—Men sent on board the C. S. schooner *Manassas* to assist in raising the boiler of the *Leonora*. At 3 p. m. got underway and went down to tow the *Wilson* off; after parting our hawser several times moved off up to the wreck and anchored.

January 1, 1862.—At 8 a. m. got underway and went over to the *Wilson;* after making fast to her, succeeded in hauling her off. Weighed anchor and went over to the barge *Superior*, where an anchor, chain, and windlass were given to the *Wilson*. At 5 p. m. the *Wilson* left for Roanoke Island.

January 2.—At 2 p. m. got underway and went over to the *Forrest;* then went down to Stumpy Point, came about, and, at 7 a. m., came to off Roanoke Island.

January 3.—At 8 a. m. hauled up to the coal schooner and coaled. The *Forrest* came alongside and took on board some of our soft coal. We then dropped astern and anchored. Supplied Captain Hunter, C. S. S. *Curlew*, with 20 pounds tea and some spare cylinders.

January 5.—At 8 a. m. the C. S. S. *Forrest* came up with two schooners and two lighters in tow; the steamer *Raleigh* carried the two lighters ashore.

January 6.—At 8:20 a. m. the *Curlew* and *Raleigh* left for Pamlico Sound. At 1:20 p. m. the *Roanoke* arrived from Norfolk. At 6 p. m. the *Curlew* and *Raleigh* returned and came to anchor off the lower battery.

January 7.—C. S. S. *Curlew* left for Elizabeth City. At 10 a. m. steamer *Wilson* came in from Elizabeth City. Flagship *Sea Bird* arrived at 1:30 p. m. At 4:20 p. m. got underway and took a schooner up to Weir's Point battery to be filled with sand, then took our position in line. At 7:30 p. m. the *Curlew* arrived from Elizabeth City with two schooners in tow. Fleet in position above Weir's Point battery.

January 8.—At 10 a. m. got underway and spoke schooner *Comet*, from Elizabeth City. Sent William Knight, gunner's mate (sick), on board of her. Went down and took a schooner up to the upper battery to be filled with sand. At 3 p. m. got underway; went down and took

the pile driver and schooner with it and placed them in position, then resumed our position in line. At 8 p. m. steamer *Roanoke* arrived.

January 9.—At 9 a. m. steamer *Raleigh* got underway and stood up the sound; soon returned, in company with the *Powhatan*. At 10 a. m. Commodore Lynch came on board and inspected the vessel; had the cotton removed from the boiler so as to heat the berth deck. Received six charges of powder. The *Raleigh* employed in towing vessel to be sunk in the channel up to the battery to be filled with sand. At 5:40 p. m. she returned to her position.

January 10.—At 10 a. m. the *Cora* arrived from New Berne and went alongside the flagship. At 3 p. m. the *Powhatan* came alongside and gave us some cable for ballast, by order of Commodore Lynch. At 3:30 p. m. went down and anchored a little above the lower battery E. by S. from the *Raleigh*. Fleet in position at that place. Sent four men ashore to-day to assist in loading a schooner with piles. At 5 p. m. the *Cora* left for Elizabeth City, carrying the mail with her.

January 11.—At 9 a. m. C. S. S. *Raleigh* went up to Weir's Point battery to tow schooner in the channel. At 1:20 p. m. the flagship left her anchorage and went down the sound. At 4 p. m. sent a boat on board the schooner *Hawley* for the mail from Elizabeth City. At 8 p. m. the flagship returned to her anchorage.

January 12.—At 10 a. m. the *Powhatan* left for Elizabeth City. At 1 p. m. the *Curlew* went down the sound; the *Cora* returned from Elizabeth City. At 7 p. m. the *Curlew* returned to her position.

January 13.—At 8 a. m. the *Raleigh* went up the sound with schooner in tow. *Sea Bird* employed in sinking vessels. Got underway and went alongside the *Manassas*; took her in tow and went alongside the barge. Took the works of the *Leonora* and put them on the barge. Blowing very hard from the northward and eastward. At 4 p. m. returned to our position.

January 14.—At 3 p. m. schooner *Hawley* came in from Elizabeth City and anchored.

January 15.—At 8 a. m. *Sea Bird* and *Curlew* got underway and went alongside the wood schooner. At 8:20 went alongside and took the *Manassas* in tow and went over to the floating battery. At 2 p. m. the *Raleigh* returned from Currituck. At 4 p. m. returned to our position, not being able to discover the gun.

January 16.—At 9 a. m. got underway with the *Raleigh* and went down to Spencer's Creek to reconnoiter; not discovering any traces of the enemy, returned and anchored in position at 5:40 p. m. At 6 p. m. steamer *Wilson* arrived from Norfolk.

January 17.—At 8 a. m. got underway; employed in sinking schooners at the barricade.

January 18.—At 9 a. m. got underway and went up to Little Alligator River to tow the *Manassas* down. At 3:50 p. m. returned and took the *Curlew* up to her position; then anchored. The C. S. steamers *Fanny* and *Beaufort* arrived from Beaufort.

January 19.—At 3 p. m. went alongside the *Cora* and placed Nathan Walker, seaman, on board to send him home. Then went to the upper battery; took schooner *A. C. Williams* down and sank her at the barricade. At 8 p. m. returned to our position. George S. Allen, captain's clerk, resigned and left the ship.

January 20.—At 10 a. m. *Sea Bird* and *Raleigh* went down the sound. At 2 p. m. got underway and went up to the upper battery with two schooners in tow; then took one down to the barricade and sank her—the *Josephine*; then returned to our anchorage.

January 21.—At 8 a. m. took a schooner up to the upper battery; then went down to the barricade and chained several vessels together. At 2 p. m. returned and took the schooner *Carter* down and sank her. At 6:50 p. m. returned to our position. Flagship *Sea Bird* and *Raleigh* returned from the sound.

January 22.—At 8 a. m. left for Elizabeth City; arrived there at 6 p. m.; filled our tanks with water. At 8 p. m. left for Roanoke, but came into Pasquotank River.

January 23.—At 8 a. m. left for Roanoke; arrived at 10:50 a. m. and came to anchor.

January 25.—At 1:50 p. m. the *Hawley* arrived from Elizabeth City. The C. S. S. *Curlew* left for Elizabeth City at 4 p. m.

January 26.—At 8 a. m. went to the barricade and sunk the schooner *Spuell and Moss.* The *Cora* arrived from Norfolk. At 10 a. m. the *Curlew* arrived with three schooners in tow. At 12 noon took a schooner up to Weir's Point battery to be filled with sand. At 4 p. m. carried some troops over to the floating battery; then returned and took a schooner in to the battery and anchored her; then took a schooner down to the barricade and anchored her ready to scuttle. At 8 p. m. returned to our position and anchored. Captain's clerk, George Bagley, reported for duty. Received on board three supernumeraries from the Eighth North Carolina Regiment.

January 27.—At 8 a. m. got underway and went over to the barricade and sunk the schooner *Zenith;* then returned and went up to the *Manassas* for wood; returned and anchored in position. At 4:30 p. m. the *Curlew* left for Elizabeth City. The *Cora* went down to the marshes.

January 28.—At 8 a. m. the *Cora* came up from the marshes; no signs of the enemy. At 9 the *Curlew* arrived from Elizabeth City with two schooners in tow. At 10 a. m. went over to the barricade and hauled the *Rio* in position; then went alongside a schooner and took her alongside the *Rio* and put some ballast in her to sink her; then towed the same schooner to Weir's Point battery to be filled with sand. At 3:40 p. m. the *Roanoke* arrived. About 4 p. m. went down to the barricade and towed the pile driver from her former position to one about the center of the sunken vessels. At 6 p. m. returned to our position and anchored.

January 29.—At 8 p. m. the *Curlew* arrived from Elizabeth City with three schooners in tow. At 9 a. m. exercised the men at the gun. At 10 a. m. went up to the Weir's Point battery and took the schooner *Triplcet* in tow and sunk her at the barricade. At 2 p. m. received a howitzer and 8 boxes of ammunition from Lieutenant Simms. At 3 p. m. went up to the battery and anchored. At 4:30 p. m. went down to the fleet; went alongside the flagship and took a new schooner and anchored her; then returned to our position.

January 30.—At 8 a. m. the *Raleigh* employed in towing schooners. At 8:20 a. m. the *Cora* came up from the marshes; schooner *Hawley* arrived from Elizabeth City. The *Cora* on the other side engaged in making soundings. At 5 p. m. the *Comet* went up to Elizabeth City. At 3 p. m. the *Raleigh* anchored in position. At 7 p. m. the *Appomattox* arrived.

January 31.—At 8 a. m. got underway and went up to Weir's Point battery; took the schooner *Southern Star* in tow and carried her down and put ballast in her from the new schooner. The *Raleigh* employed in sinking schooners at the barricade. At 11 a. m. the *Beaufort* came alongside and filled her tanks with water. At 1 p. m. the flagship and

Appomattox went down the sound; the other vessels returned to their positions and prepared for action. At 3 p. m. the *Curlew* returned from down the sound and anchored in position. At 4 p. m. went alongside the coal schooner and filled with wood; then went alongside the *Raleigh* and gave her about 300 gallons of water. At 2 p. m. the *Forrest* came alongside and took about 400 gallons of water.

February 1.—At 9 a. m. the *Appomattox* left for Elizabeth City. At 10:50 got underway and went up to Weir's Point battery; then took the schooner *Lydia and Martha* in tow and carried her to the second barricade and anchored her. At 4:30 p. m. went up to the Weir's Point battery and took a flat in tow, and brought her down and anchored her ahead of the *Manassas*. Men of the *Curlew* employed in taking out the contents of the flat.

February 2.—At 8 a. m. the *Appomattox* returned from Elizabeth City with two schooners in tow. At 12 m. the *Curlew* went alongside the *Manassas*. At 2:20 p. m. the *Appomattox* went alongside the new schooner. At 5 p. m. the *Appomattox* returned to her position. At 8 p. m. the *Appomattox* went up the sound; the *Curlew* returned to her position.

February 3.—At 8 a. m. the *Appomattox* returned with a schooner in tow. At 8 a. m. the *Beaufort* went alongside the wood schooner; then went alongside the *Fanny* and took the lighter in tow. At 12 m. the *Curlew* left for Edenton. At 2 p. m. we got underway and went alongside the pile driver and placed her in position. At 5:45 returned to our position.

February 4.—At 8 a. m. the *Raleigh* went alongside the wood schooner. At 9 a. m. the *Curlew* arrived from Edenton with a schooner in tow. At 10 a. m. the *Rebel* arrived from Norfolk. At 2:30 p. m. the *Sea Bird* went alongside the wood schooner.

February 5.—At 8 a. m. the *Cora* left for Edenton. At 8 a. m. the *Rebel* left for Norfolk. At 9 a. m. went alongside the wood schooner and wooded up; the *Curlew* also came and wooded up. At 11 a. m. went alongside the *Fanny* and gave her about 300 gallons of water; then returned and anchored in position. At 3:20 p. m. got underway and took the schooner *Manassas* alongside the large schooner; then went up and took the new schooner from the *Appomattox* and towed her up to Weir's Point wharf and anchored her. At 6 p. m. returned and anchored in position.

February 6.—At 8 a. m. got underway and went up to Weir's Point battery to raise a sunken schooner. At 11 a. m. six steamers of the enemy appeared in sight; cleared the ship for action and waited for them. At 1:20 p. m. went up to Weir's Point battery and brought a schooner and sunk her at the barricade. The *Appomattox* went down to the marshes to reconnoiter; reported 51 vessels of the enemy below, of which 23 are steamers. We then went to Weir's Point and towed down to the barricade the white schooner and sunk her. At 7 a. m. returned and anchored in position. No movement so far upon the part of the enemy. At 9 p. m. discovered lights among the enemy's vessels. At 12 p. m. [midnight] Purser Moore came alongside to try to get recruits for floating battery.

February 7.—At 12:30 a. m. weather thickened up again, wind blowing fresh from southwest. At 1:30 a. m. wind calmed down again, but weather remained cloudy during the balance of the night.

[The log book of this vessel ends here.—COMPILERS.]

Abstract log of the North Carolina naval steamer Beaufort, Lieutenant R. C. Duvall, commanding, from July 9 to August 24, 1861.

July 9, 1861.—Finished all preparations for sea, hoisted the ensign, and put the North Carolina naval propeller *Beaufort* in commission [at Norfolk, Va.]. During the day occupied in getting the crew on board, the sailors' peculiarity on leaving shore for a cruise, giving us much annoyance. At 6 got underway and went down to the magazine for powder; took on board 300 pounds and some other equipments. The fort gave us three cheers on leaving, which we answered. The engineer failing to get his crew off, anchored near the navy yard and sent senior engineer on shore to find his absent crew.

July 10.—At 10:40 the engineer came off, bringing his crew on board. Hoisted up boats, weighed anchor, and stood up for our destination. On passing the frigate *United States* she dipped her flag in honor of our departure; answered by dipping ours. At 12:20 entered the Albemarle and Chesapeake Canal. Gave an order on Marshall Parks, navy agent, for tollage, $26.50. Discovered fire in forward bulkhead. Knocked out forward bulkhead door and extinguished it. At 6:30 p. m. got aground off and to southward of Currituck Court-House. At 8 got off and stood for the entrance of the North Carolina Canal. Discovered the coal on fire again; came to anchor and extinguished it.

July 11.—At 9 [a. m.] passed schooner with guns for Oregon [Inlet], lying at anchor. The captain certainly is not in a hurry. At 11:20 passed schooner *Mary Eliza*, Captain Thompson, standing down for Oregon [Inlet], with guns and gun carriages and lighter in tow for Oregon [Inlet]. Captain Thompson has evidently taken advantage of light winds, and has manifested proper anxiety in getting his vessel to Oregon [Inlet]. At 12:40 [p. m.] passed Nag's Head. At 2:30 [p. m.] off Croatan light-house. Heard from Captain Hoft, of the steamer *Roanoke*, that the enemy had fired about 40 shells at Oregon Inlet battery. Discovered the steamer *Currituck* standing out from Oregon Inlet toward us. Anchored for further news.

July 12.—At 6:30 a. m. C. R. Barney, engineer in charge of Oregon Inlet, and Colonel B. J. Sproel [Spruill?], commissary, came on board and reported that at 9 a. m. yesterday three steamers appeared off the entrance of Oregon Inlet, two of which commenced shelling the works and the other one stood to the southward and threw shell promiscuously over the island. They also say that the conduct of the officers was such as to completely demoralize their men, and a general stampede took place. The engineer had some 130 negroes (48 of whom were slaves), who broke for the marshes, and have not as yet been heard from. They also suppose that forces were landed at New Inlet, and fear that some of the negroes were captured. Mr. Barney and Colonel Sproel's [Spruill?] party left the island in a scow, and succeeded in reaching Roanoke Island. Boats were seen to land afterwards, and it is supposed that the works are certainly destroyed, and Mr. Barney and Colonel Sproel [Spruill?] fear that a number of muskets, etc., which were stowed in the light-house are taken. At 10 the steamer *Roanoke*, with Mr. Barney, Captain Johnson, and Captain Thompson, left for Oregon Inlet to ascertain the facts and to return and report the facts to me. A schooner with six guns, two carriages, and a quantity of shot arrived here and anchored. At 4:25 [p. m.] stood for Oregon Inlet. Took the responsibility of sending five kegs of powder on board Captain Thompson's schooner to have it in readiness to serve the guns when mounted.

July 13.—Sent the pilot to sound out the channel. At 10:45 a. m. Mr. Midget came alongside and left with me his black boy Sam to assist in piloting the ship over the bulkhead. At 11:30 pilot returned on board, bringing Captain Taylor to also assist in piloting the ship. At 12:35 stood back for the marshes to tow Captain Thompson's schooner, loaded with guns, etc., up to the bulkhead. At 2 took schooner and lighter in tow and stood back for the bulkhead off Oregon Inlet. At 4:35 anchored off the bulkhead.

July 14.—Another schooner arrived with guns, etc., for Oregon Inlet. Captain Dickerson sent an order to Captain Thompson to remove his schooner back to the marshes, but I advised him to hold on until General Gwynn arrived. At 6:30 p. m. a steamer appeared to the southward which was believed to be the *Post Boy*, with General Gwynn and suite. At 7 the *Post Boy* came in and anchored near us. Boarded her and found General Gwynn and suite, last from Hatteras, with gun carriages, etc., for this place. The news of the engagement at Hatteras was confirmed, and it was ascertained that the steamer making the attack was struck three times with shot, when she drew off, dipping her flag as a parting salute. From 8 to midnight saw signals again to the southward.

July 15.—At 8:20 [a. m.] Captain Dickerson came off and informed me that it would require ten days before he would be ready to mount any guns, the previous works being worthless; moreover, he had now with him only about fifteen men. He expected General Gwynn here to-day with more men. Sent a gang of men under boatswain's mate to hoist out gun carriages, shot, and shot heater from schooner *Mary Eliza*, and place them on a camel, in readiness to tow them on shore. Captain Dickerson signalized me, as the commanding officer, not to go in over the bulkhead nor to attempt to land any guns now, as it would attract the attention of the enemy. My ideas differ from his in this respect, and I would have had two guns mounted and in readiness for use, but, not wishing to interfere with the army, I shall remain where I am and guard the channel from ingress into the sound. During the watch from 8 to midnight signal lights were made outside, probably to some accomplices on shore. I hear that there are several Northern men among our forces on shore.

July 16.—At 6:30 [a. m.] the *Post Boy* got underway and stood up for the bulkhead; shortly after the *Currituck* followed, having in tow a schooner with guns, etc. At 7 the *Post Boy* got aground on the bulkhead and the *Currituck* grounded the schooner on this side. The *Currituck* cast off and went alongside the *Post Boy*, and thence to the shore. In the evening the *Post Boy* followed and returned outside at 5 and went alongside of a schooner for wood. The schooner *Mary Eliza* got underway and stood for the anchorage off the fortifications. A boat came alongside and reported a large steamer lying off and on, off the inlet outside; supposed to be the same engaged in the bombardment of the works. At 6:30 General Gwynn and suite came on board to visit the ship. General Gwynn informed me that he had placed Colonel Morris in command on shore, and requested that I would render him assistance any way I could, and concurred in the great importance of guarding the entrance into the sound. Colonel Sproel [Spruill?] and Captain Dickerson also came on board. Let them have the use of my boat to get on board the steamer *Roanoke*, they being bound to Edenton for hands to work the fortifications. At 8 the steamer got underway for Edenton.

July 18.—No signals seen on shore and no steamer in sight along the coast. That the enemy have some spies on shore there can be no doubt. When any of the blockading vessels are lying off and on at night, signals have always been seen on shore. At 5 [a. m.] stood up for the bulkhead. At 5:30 anchored about 1 mile from the fortifications. The schooner *Lynnhaven*, with coal, etc., for us, came up and anchored near our old anchorage.

July 19.—At 3 [a. m.] determined to go over the bulkhead to the inlet and insist upon the guns being mounted immediately. After getting aground several times and backing off, lowered a boat and sounded until we found the narrow channel, some 40 feet wide, and passed over bulkhead. I had always been informed that after passing over bulkhead we dropped into 18 feet of water and no further difficulty would offer in going up the inlet. This information proved, as most information has here, to be false. We had great trouble, much hard work, and placed in a dangerous position, until we finally brought up in some 3 feet water. The shore pilot came off; we finally anchored near the marsh, the tide running out and very strong; this placed the vessel in such a position as to prevent the use of the gun to seaward. Got underway again, dropped near the shore, ran a hawser on shore to a stake, and sprung the vessel around to the westward. Made preparations for a night attack. Received the following note from Colonel Morris, commanding officer: "A schooner passed north yesterday at 7 p. m., with fore-topsails and brailed foresail, evidently a man-of-war of the revenue class. At 9 a. m. this day a three-masted steamer was visible in the northeast quarter, watching us. She is now out of sight."

July 20.—Got up steam and assisted in backing up against the wind and tide. The tide runs here stronger than I have ever witnessed in any part of the world, rushing through the inlet seaward 6 or 8 miles per hour. No ordinary anchor would prevent a vessel from drifting out to sea, and it was fortunate that we got alongside the marsh; otherwise we must have drifted out. The steamer *Currituck* stood up for Nag's Head. The *Post Boy* came in and anchored in the sound outside the bulkhead. I examined the works thrown up, and find them a complete abortion for the purpose designed. They had just placed a gun in position without any rigging, and had another ready. Colonel Morris said that was the first work (to day) performed by the volunteers. They had previously refused to do any work. Whilst at the fort, Captain Lee, C. S. Army, son of General Lee, landed from the *Post Boy's* boats and visited the works; also an engineer. They are on a tour of inspection. Captain Lee spoke of alterations for protecting the men from seaward and south and eastward immediately. I established a set of signals and sent a man at daylight to the light-house to look out for vessels, to be relieved every four hours until dark. No vessels in sight to-day. More preparations for a night attack.

July 21.—[Fully covered by report on page 21.—COMPILERS.]

July 22.—At 11 a. m. a signal was waved from the light-house. Sent a boat on shore. Received a note from Colonel Morris saying that a large ship was coming down from the northward, supposed to be a man-of-war, but if a merchantman a red flag would be shown. At 11:15 the *Currituck* came out and anchored near us, to be out of danger should the ship prove to be a man-of-war. Colonel Morris sent off a note saying he had 12 rounds of ammunition ready, but no wads, and asked for 12. I sent him 24.

July 24.—Got off the bank south side of the channel, and in the morning would have got over the bulkhead, but the wind having blown

the water out of the sound, struck on a flat; ran out anchors and made all efforts to get off. The constant firing of the engine, thumping and jerking, did great injury to the bearing and gearing of the machinery. Continued at intervals during the day [trying] to get off, but failed to do so. The *Post Boy* came in, and by her heard of the great and glorious battle at Manassas. The enemy's loss reported at 16,000, our loss at 4,000. This victory was hailed with joyous delight and gave new vigor to our crew.

July 25.—At 2 [a. m.] we had the satisfaction of getting over afloat, and I hope never to be compelled to try to enter this most tortuous and treacherous inlet. At 9:30 passed the marshes; saw Colonel Sproel [Spruill?] on board of a schooner with a number of negroes, bound for Oregon Inlet. At 4, made fast to the wharf at Elizabeth City [N. C.] for the purpose of taking on board water casks. After making efforts of many citizens (who appeared indifferent about making any exertions to supply us) we finally got information that the State had a number of 40-gallon casks in the arsenal in charge of Captain Vaughn; made out a requisition for the use of this vessel ten 40-gallon casks and some sperm oil which belonged to the light-house.

July 26.—Elizabeth City, N. C. Getting engine in order, making repairs, etc.

July 27.—Saluted the city with one gun and steamed away for Oregon Inlet; hove to off Roanoke Marshes. At 7:20 [p. m.] came to anchor off Oregon Inlet.

July 28.—There was to-day considerable interchange of news between the three steamers and the large sailing frigate which is backing and filling to the southward of the fort. I am surprised no attack was made by such a big force. Colonel Morris wrote me a note, saying that they were tolerably strong, but would like to have the use of my long 32. We nearly ruined the steamer and engine in getting over the bulkhead and coming out when last there, and without it is of vital importance I do not desire to try it again. I, however, offered myself and the volunteers from my vessel to assist in working the guns at the fort in case an attack was made. If the water was deep enough, I would not hesitate to go up and select my position; but to do so with the certainty of getting aground in range of the enemy's heavy guns is reckless foolishness, and, moreover, I do not think that 250 men with 4 heavy guns mounted and ready for use should ask of me to put my vessel and one gun under the battery of four 40-gun frigates. One of the steamers was doubtless the *Roanoke*, with the new flag-officer, Pendergrast, on her way to the Gulf, as she received a salute from one of the steamers and proceeded southward. One of the other steamers proceeded down the coast about 15 [miles] to Chickamicomico and opened a heavy shelling, which we could plainly see from our masthead, on a wrecked brig, run on shore by a prize crew, chased by a steamer. The pilot boat *York* had captured it with a cargo of staves and a sugar mill. The enemy fired some 30 or 40 shells and finally succeeded in setting fire to a part of the cargo which had been landed. The inhabitants of the island fled in dismay, leaving everything to the enemy should he land. Some five or six boats passed here on their way to Roanoke Island, filled with women and a surprisingly great number of small children for such a small population. They were badly frightened. At sunset only one of the enemy's ships in sight, and that the same sailing frigate that was off last evening, keeping her position some 6 or 8 miles to the southward. They don't allow any prizes to be caught at this station. I am nevertheless ready to meet any number

of launches they may please to send to the sound, and, as they hang around New Inlet, it may be that they intend to try that inlet and take me in the rear.

July 29.—At 9:40 [a.m.] got under way for Ocracoke. At 7:30 [p.m.] came to anchor off Old Swash.

July 30.—At 6 [a.m.] the swash pilot came on board and took charge, piloting us in Wallace's Channel and opposite Portsmouth [N.C.]; came to anchor at 8. At 6:30 the *Post Boy* arrived from New Berne, N.C. One of her officers came alongside, bringing a document to Captain Duvall from the honorable Secretary of the Navy.

July 31.—At 7:30 [a.m.] the pilot came on board and took us outside the bar; discovered a large steamer outside; returned, and came to anchor opposite the fort and distant probably 2 miles. At 2 p.m. sent two of the crew to the light-house on Ocracoke Island to signalize the approach of vessels.

August 1.—The lookout at the light-house signalized a man-of-war steamer to the southward. At 12 m. cleared ship for action and got the ship ready for slipping cable. Enemy stood down for the entrance and laid to for some time, then stood back close inshore, reconnoitering the harbor, and finally steamed away to the northward. At 3:25 called all hands to quarters and prepared the ship for action, bringing our gun to bear on the steamer standing in for the entrance and which afterwards was ascertained to be the *Mariner*. At 4:25 the *Mariner* came to anchor in the Old Swash. At 5 p.m. steamer *Edwards* signalized, bearing to the southward. At 5:30 the *Edwards* came to anchor in Wallace's Channel.

August 2.—At 7:30 [a.m.] the *Mariner* put to sea, returning and anchoring in Wallace's Channel. At 10:15 the *Post Boy* came to anchor off Beating [Beacon?] Island. At 12:40 steamer signalized from the light-house, which was soon discovered to be the privateer *Gordon*, bound to the northward.

August 3.—At 5:10 [a.m.] a fore-and-after reported off the bar. Got up steam immediately and at 5:30 stood out in chase of schooner, the privateer *Teaser* also getting up steam. At 6:15 crossed the bar, the steamer *Teaser* standing out after us. Stood up N.E. by E. for the chase, and when near enough to see her, a squall of rain being between us and the schooner, saw a steamer near her, which we took to be the *Gordon*, and being satisfied that we had lost the prize stood back again for our anchorage. The *Teaser* stood on for the schooner. The *Gordon* finally left the schooner and stood in for Hatteras. The *Teaser* went alongside of the schooner and afterwards left her and stood out to sea. The schooner must have been one of our own vessels or under British colors and clearance. Took up our usual anchorage. Sent a boat with pilot and second master to erect a proper mast for signals. At 10:45 a sail reported in sight to the southward. At 11:20 the steamer *Colonel Hill* hove in sight. At 12:30 got underway and stood out for a three-masted schooner, and, on nearing her, discovered the *Gordon* near by and that the schooner was sailing under British colors and bound to one of our ports—New Berne, I think; returned to our anchorage.

August 4.—At daylight signal made from the lookout at Ocracoke light-house, "Man-of-war to the northward." The *Mariner* and *Gordon* went to sea. The *Gordon* stood to the northward and eastward, the *Mariner* to the southward and eastward. Signals made from the light-house, "Several sail in sight." Waiting the appearance of the man-of-war signalized. At 11, not seeing any man-of-war, concluded to go out to sea, and got underway, crossed the bar, and stood out to sea S.E. by

E. and ran out about 10 miles. Saw the smoke of a steamer to the northward and eastward. A thick, black squall of rain setting in ahead of us and shutting off our view to seaward, and not considering it proper to go out farther, a signal made from the light-house which we read to be "A man-of-war to the northward," stood in for the bar and steamed up to our anchorage. Sent to the light-house; signal was wrong, and that no man-of-war was in sight. Also learned that the *Winslow* had towed one brig into Hatteras and the *Gordon* two schooners. The man at the lookout said had we stood on (which we should have done if the signal had been made right) twenty minutes longer we would have come up with a schooner, the thick rain squall preventing us from seeing her. At 4:30 the *Ellis* came in and anchored near Portsmouth, Captain Muse commanding. At 5:20 the *Junaluska* came in and anchored near Portsmouth, having on board Commodore Barron and suite, on a tour of inspection to the different stations. Captain Cooke, of the *Edwards*, reported his ship as being entirely worthless, the boilers worn out and the timbers of his vessel rotten.

August 5.—At 9:15 [a. m.] sent a boat to the light-house to give instruction relative to signals and to attach halyards for the purpose of more distinctly displaying the signals to us. Signal made from the light-house on Ocracoke "A small sail to the northward and eastward," which proved to be the privateer *York*, which stood off to the southward and eastward. At 7 the *Gordon* came in and anchored inshore of us. No chance for the *Beaufort* as long as these fast steamers are here.

August 6.—At 2 p. m. the steamer *Post Boy* came in and anchored inshore, near Portsmouth. At 5:40 a fore-and-aft schooner went to sea; stood for the east.

August 7.—At 7:30 [a. m.] the steamer *Curlew* came to anchor in Wallace's Channel. At 3:15 [p. m.] lookout for light-house signalized "Man-of-war to the northward," which, on nearing the land, discovered to be an English steamship. She displayed her colors, which we answered by hoisting the English ensign at the fore. She steamed along close inshore, slowly, and disappeared to the southward down the coast.

August 8.—At 5:55 [p. m.] the steamer *Albemarle* came in and anchored near Portsmouth [N. C.].

August 9.—At 10 [a. m.] the schooner *Isabella Ellis*, having finished discharging gun carriages at the fort, made sail and took her departure for Oregon Inlet. At 11:30 the *Post Boy* came in and anchored off the fort.

August 10.—At 9:55 [a. m.] the schooner *Crinoline* came in from Hatteras and anchored off the fort.

August 11.—At 9:10 [a. m.] a boat from the fort came alongside having on board Captain Hanks, from whom we learned that a few days since the privateer *York*, of Norfolk, Va., was chased by the Federal steamer *Monticello* [*Union*] and so closely pressed as to cause the crew of the *York* to beach, set fire to, and abandon her near New Inlet. At 11:30 the steamer *Colonel Hill* took departure. At 12:10 the schooner *Crinoline* also left Hatteras.

August 13.—At 4:35 a. m. pilot boat [arrived] and delivered a letter to the captain. At 1:30 p. m. the steamer *Gordon* came in and anchored off Portsmouth [N. C.]. At 2:20 the schooner *Isabella* took her departure.

August 14.—At 7:35 a. m. stood out through the Old Swash for New Berne. At 5:15 p. m. came to anchor at New Berne and saluted with one gun.

August 15.—Lying at anchor in New Berne Harbor.

August 20.—At 8:30 a. m. steamer *Winslow* hove in sight, having in tow prize tug *Itasca.* At 10:30 left the harbor and started for Ocracoke Inlet. At 5:20 p. m. came to anchor in the mouth of Broad Creek.

August 21.—At 6:30 a. m. ran out into the sound, but finding that we could make no headway, on account of the strong head wind and heavy sea, came back to the mouth of Broad Creek.

August 22.—At 4:30 a. m. weighed anchor. Left schooners *Isabella Ellis* and *Lady Antrim* in harbor. At 7:30 passed the steamer *Colonel Hill*, bound to Washington. At 9 passed the steamer *Ellis;* at 9:05 passed light-boat; at 9:30 came alongside the schooner *Alexina*, at anchor in Wale's [Wallace's?] Channel, to take in coal. At 9:40 Colonel Bradford went ashore to Portsmouth. Steamer *Edwards* at anchor in Wale's [Wallace's?] Channel. At 7:40 p. m. steamer *Ellis* came in and anchored in Wallace's Channel.

August 24.—Steamers *Edwards* and *Ellis* at anchor in Wallace's Channel. At 3:20 p. m. steamer *Colonel Hill* came to anchor off and near Portsmouth. Crew variously employed on board ship.

[The log book of this vessel ends here.—COMPILERS.]

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* Known also as C. S. S. Patrick Henry, which see.